

A Short History of Emsworth and Warblington



An old print of Emsworth square

A. J. (John) C. Reger MA (Cantab), MBE

Formerly Head of History at Warblington Community School

Havant Borough History Booklet No. 6

Read, comment and order all booklets on line at: www.hhbkt.com

Havant
Museum

£6

Emsworth
Museum



Margaret Pole, Countess of Salisbury, the last of the Plantagenets, and her coat of arms



Painting of Warblington church circa 1830. *Joseph Francis Gilbert*

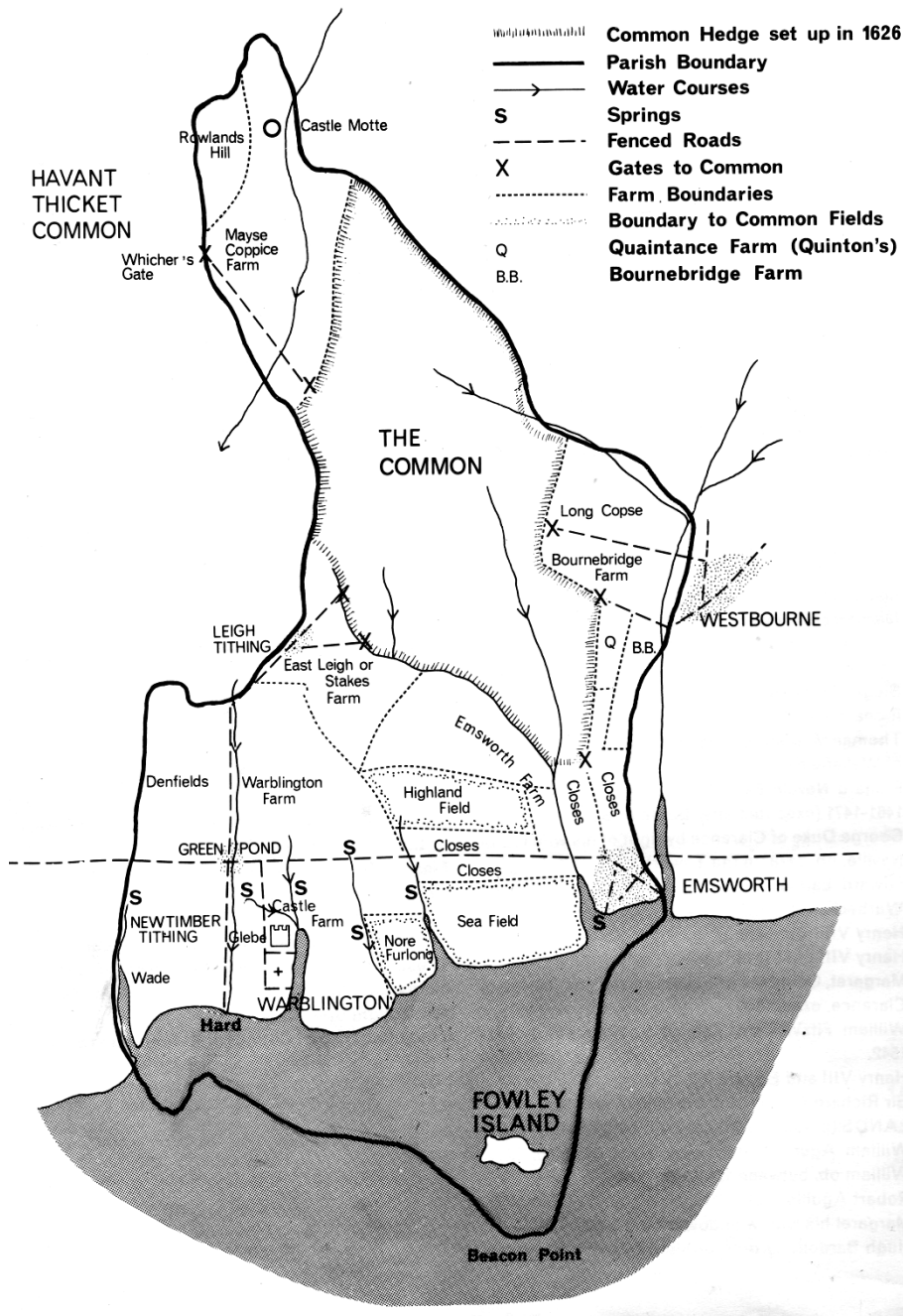


A. J. C. (John) Reger MA (Cantab), MBE
1926-2006

A. J. C. Reger was educated at the Royal Naval College, Dartmouth, and served with the Royal Navy from 1944 to 1951. He read History at Cambridge and took the Post Graduate Course in Education there. Having spent eight years teaching at Warblington County Secondary School he moved to be Assistant Master at Portsmouth Grammar school.

Early in his teaching career he decided to make history more interesting thinking it was better to use local examples to illustrate national events and developments, but he found no suitable books about the locality of Emsworth and Warblington and so began to write his own.

In this book he acknowledges the help given to him by: Mr K Lambert, BSc. (Econ) for permission to use his collected material on the history of Emsworth: to Mr L. R. Willett for help with the history of Warblington Church and Rectors; to the staff of the Reference Section of the Central Library, Portsmouth; and to Mr F. W. S. Baguley, Regional Librarian and the staffs of the Havant libraries.



Warblington Parish in the 17th and 18th centuries

Introduction

This brief history was first published in 1967. The original has been scanned and, apart from a few minor alterations where time has changed circumstances, the following additions have been made:

A time-line of Emsworth and Warblington by Linda Newell.

A more detailed account of Warblington Castle by John Reger.

A transcript of a description of the castle by Roy and Sheila Morgan.

An extract from: *Warblington; Its Castle and Its Church*,
W. B. Norris and C. G. Minchin, February 1920.

An account of the stay of Edward VIII at Warblington Castle following his abdication as recounted by local people at the time.

An account of the Emsworth Poorhouse by an anonymous writer.

A brief account of the findings of the Chichester and District Archeological Society on the site of a Roman villa at Warblington by Trevor Davies.

Before he died in 2006 John gave permission for any of his research to be used in the future. I am sure John would have approved of this publication as one of the series of local history booklets.

Ralph Cousins, August 2016

023 9248 4024

ralph.cousins@btinternet.com

A Timeline of Emsworth and Warblington

Linda Newell

- AD 410 to 1066 A Saxon settlement called *Wærblith's tūn* (farm) was founded at Warblington, taking its name from its female owner
- AD 935 Charter of Havant granted by King Æthelstan established the western boundary of Warblington
- AD 980 Charter of Havant granted by King Æthelred confirmed the boundaries
- AD 980 – 1066 Manor of Warblington held by Godwin, Earl of Wessex and his son Harold II together with estates at Bosham, Westbourne and Chalton
- 1066 Manor of Warblington given to Roger Montgomery, Earl of Shrewsbury as part of the manor of Westbourne.
- 1086 Domesday Book lists Warblington as being part of the manor of Westbourne with two churches and a mill. The whole Manor had 29 families and two slaves i.e. about 120 people. There were also seven plough teams, meaning about 850 acres (343 hectares) of land under cultivation
- 1216 King John reputed to have divided the manor of Warblington into two. William Aguillon paid rent of 'a pair of gilt spurs yearly' for the land at Emelsworth. First recorded mention of Emsworth as a separate entity
- 1231 In a charter dated 30 June, Henry III confirmed his father's grant to William Aguillon
- 1239 Grant by Henry III to Herbert Fitzherbert of a weekly market on Wednesdays and an annual fair on 7 July at Emsworth
- 1251 Mention in the Patent Rolls of a hospital dedicated to St Mary Magdalene devoted to the care of lepers and maintenance of the ford over the River Ems in the Hermitage area of Emsworth
- 1341 Emsworth is one of only five towns in Hampshire considered big enough to provide a ship to carry the Keeper of the Channel Islands and his force to defend the islands
- 1343 Rent of Emsworth sold to Nicholas Devenish, a former Mayor of Winchester and successful wool merchant
- 1346 Richard Marshall appointed 'Gauger of Wines' (customs official) for Chichester and Southampton. Emsworth is listed as one of the landing sites for Chichester

- 1348 A special commission set up to investigate the smuggling industry in Emsworth
- 1527 Will of Simon Cotes left an endowment of land, a house and a chapel to maintain the hermitage and leper hospital in Hermitage and to maintain the bridge
- 1570 First mention of the Lord's Mill in Queen Street
- 1574 Emsworth could muster only 45 able bodied men for the Militia Roll, suggesting a town in decline
- 1640 First mention of 'Slipper' from Old English slæp, which means 'a slippery muddy place', possibly also 'a slip-way or portage
- 1664 The Hearth Tax returns listed 52 households in Emsworth, but 21 were too poor to pay the tax. About 230 people lived in Emsworth
- 1665 First mention of the Crown in High Street, as the Three Crowns
- 1670 Customs system reorganized and Port of Chichester's boundary is moved from west of Emsworth to the east to coincide with the county boundary
- 1670 First mention of the Ship public house on The Square
- 1700 John Smith is the first shipbuilder recorded in Emsworth with a yard on the Westbrook Stream
- 1702 Benjamin Holloway sailed from Chichester Harbour in the *Katherine & Mary* carrying sugar, cheese, vinegar, gingerbread, marble and tar. He sailed frequently to Oporto in Portugal.
- 1706 Thomas Hendy married Ann Manser, thus linking two main Emsworth families
- 1711 First mention of the Black Dog public house on The Square
- 1714 Thomas Hendy recorded as master of a vessel trading in grain from Emsworth to Chichester
- 1731 John Holloway married Mary Brett and part of the marriage settlement was Trentham House
- 1750 The Sussex Brewery built for the Miller family
- 1755 Emsworth lists 15 men as Master Mariners with several mariners and many fishermen
- 1760 Slipper Mill built by Thomas Hendy at mouth of River Ems
- 1760 Wadeway to Thorney Island diverted by Thomas Hendy to run from the bottom of Sweare Lane (King Street)

- 1760 24,000 oysters dredged on one tide and sold in Portsmouth
- 1761 John King married his cousin and moved to Emsworth
- 1762 The Portsmouth to Chichester road turnpiked and Stakes Bridge built
- 1763 Emsworth Friendly Society founded
- 1770 John King settled in Sweare Lane (King Street) and set up a shipbuilding partnership with Mr Norris
- 1775 Joseph Holloway was presented with a silver salver by the owners of the *Charming Mary* for saving her from wrecking.
- 1790 Proprietary chapel of St Peter built in The Square, Emsworth
- 1792 John King II was licensee of the Crown, which was a coaching inn and he rebuilt the frontage to include a large porch with a crown on top
- 1792 Ropewalk at Hermitage is owned by Richard and Stephen Miller
- 1795 The Hut was built by John King. Known as the 'House that was built in a day'. It was prefabricated in his ship yard and took 16 hours to assemble
- 1800 John King I died. There were three John Kings
- 1802 Cricket match played between Hambledon and Emsworth at Coldharbour, Emsworth, on site of present recreation ground
- 1803 Loyal Havant Infantry and Loyal Emsworth Infantry Companies formed. United in 1804 under the title The Havant and Emsworth Loyal Volunteers
- 1805 Caroline, Princess of Wales came to Emsworth for sea-bathing
- 1807 Jack Pitt, who worked along the Havant Road near Nore Farm, was tried as a highwayman and hanged on Southsea Common
- 1808 Independent chapel opened in Nile Street, Emsworth
- 1810 Robert Harfield built a purpose built bathing house at the end of the road, now known as Bath Road
- 1810 The first elementary school was opened in Emsworth
- 1811 There were 284 houses in Emsworth housing 1,358 people
- 1811 Land which is now the recreation ground in Horndean Road, was sold to William Bean Young, with special conditions attached so that it could be used for public recreation and the playing of cricket
- 1814 Coldharbour Green and Emsworth Common, in Warblington parish, enclosed
- 1817 A survey by Walter Butler found 30 fishing boats sailing out of Emsworth
- 1820 Emsworth Corn and Cattle Market started trading on The Square

- 1821 Four stage coaches a day pass through Emsworth from Chichester to Cosham.
- 1821 Adolphus Miller owned the ropewalk at Hermitage
- 1821 James Tatchell owned the rope works and sail making yard in Sweare Lane
- 1823 John King III took over the eastern part of ship yard as a timber yard, while his brother William retained the remainder as a shipyard
- 1823 Portsmouth to Arundel Canal opened, running through the harbour to the south of Emsworth and opening up inland waterways to London
- 1830 John Harris was the last man in Emsworth to be sentenced to sit in the stocks. He was a shoemaker who had got too drunk to work
- 1830 Captain Swing rioters pass through Havant. Threshing machine destroyed in Emsworth
- 1834 Emsworth tithe map is drawn up with the apportionment in 1838
- 1834 The poorhouse in North Street was closed and amalgamated with the Havant Union workhouse
- 1839 Foundation stone laid for parish church of St James, Emsworth
- 1842 Queen Victoria and Prince Albert rode through Emsworth on their way from Arundel to Portsmouth. She was greeted at the county border by the Duke of Wellington as Lord Lieutenant of Hampshire
- 1843 England and France signed a convention prohibiting the dredging of oysters between 1 May and 30 September. Fishermen of Emsworth were unable to dredge during summer months
- 1847 London, Brighton & South Coast Railway constructed and passes through Emsworth
- 1848 Baptist chapel opened in North Street, Emsworth
- 1854 Gasworks established in Havant and Emsworth
- 1855 William Foster bought John King boat yard from David Palmer Walker
- 1858 James Duncan Foster born
- 1858 Henry Cribb took over sea-bathing business based in building at the end of Bath Road called the Bathing House
- 1860 Havant & Emsworth Volunteer Rifle Corps formed
- 1860 James Terry owned Lumley Mill
- 1861 William Foster built his first vessel the *Jane E Foster*
- 1863 National School opened in Emsworth

- 1867 New Slipper Mill built to south of main Slipper Mill where entrance to Emsworth Marina is now situated
- 1867 Elizabeth Holloway died at Saxted House. She was the last of the Holloway family. There are over 250 members of the family connected with Emsworth
- 1870 William Foster employed George Apps of Bosham to build his ships. The yard became known as Apps' Yard
- 1872 Borough of Portsmouth Waterworks Company empowered by the Board of Trade to supply water to Emsworth
- 1873 First iron conduit water pipes laid from Havant to Emsworth
- 1875 James Duncan (J D) Foster started his oyster and scallop business
- 1881 Albert Tatchell (son of James) employed 10 men and two boys in the rope and sail works
- 1884 Last male member of the King family dies
- 1886 New Slipper Mill burnt down and its pond used for seasoning timber from Foster's Yard
- 1887 Hospital opened in King Street, but is moved when new hospital is opened in 1898
- 1888 Emsworth Boating Club holds the first recorded regatta in Emsworth Harbour
- 1889 J D Foster built his first oyster smack *Thistle*
- 1894 Queen Street mill burnt down and rebuilt
- 1894 First medical report raised concerns about sewage polluting Emsworth Harbour
- 1895 The first sailing club is founded in Emsworth, but it had closed by 1902
- 1898 *The Ark* for sorting and storing oysters was in position in the Emsworth Channel. It cost £2,000
- 1898 Emsworth Victoria Cottage Hospital opened in North Street to mark Queen Victoria's diamond jubilee
- 1898 Gloyne's Brewery and six public houses sold to Emsworth brewers Kinnell & Hartley
- 1899 X-ray apparatus installed in the Victoria Cottage Hospital
- June 1900 The Early Closing Movement suggested that trading in the shops of Emsworth should cease at 7 p.m. each day

- 1900 Warblington Urban District Council and the fire brigade moved into the new council offices in North Street
- 1901 J D Foster launched his first all steam powered oyster smack *Echo*, which was considered to be the most advanced fishing vessel to sail from a British port at that time
- 1901 New steam fire engine provided for Emsworth Fire Brigade. Named Edward VII
- 1901 Albert Apps built a barge called *Langstone* for the Little family of Havant, who ran Langstone Quay.
- 1902 In December oysters served at four banquets in area are found to be the cause of a typhoid outbreak in which the Dean of Winchester died. 43 other guests became ill
- 1903 In January, Emsworth Harbour is declared polluted with sewage and the sale of oysters from Emsworth is banned
- 1903 Stakes Bridge rebuilt
- 1903 Foundation stone is laid for a new permanent Post Office in North Street
- 1903 The Salvationists held their new branch meeting on Thursdays in the Town Hall
- 1904 In October the case of J D Foster v Warblington Urban District Council came to court and found in favour of Foster. He wanted a principle established that made local authorities responsible for pollution of harbours and inshore waters
- 1904 P G Wodehouse came to live in Emsworth, initially in Emsworth House School and then at Threepwood in Record Road
- 1906 Warblington Urban District Council appealed against findings of legal proceedings, but lost the appeal, although damages awarded to Foster were reduced
- 1906 James Terry died and left Lumley Mill to his nephew Alfred
- 1909 Emsworth Recreation Ground opened
- 1909 4th October – Emsworth Council School opened in Washington Road with 102 infants and 222 older children. Mr Armstrong was head master
- 1912 Major storm damaged Slipper Mill and it had to be rebuilt
- 1912 Pavilion Cinema, Emsworth opened
- 1914 First sewer excavated across Slipper Pond
- 1914 P G Wodehouse left Emsworth to holiday in the U S A. He arrived the day First World War broke out and did not return to Emsworth

- October 1914 Football club obtained permission to erect goalposts in the recreation ground
- 1914 Northlands (a private house at this time) was converted to a Red Cross Hospital providing refuge for Belgian refugees and treatment for wounded soldiers
- 1914 13th November – Bertie Goodall presented with The Royal Humane Society's Certificate for attempting to save the life of a drowning boy
- 1915 All street lights to be shaded and only showing light downwards
- 1915 Alfred Terry sold Lumley Mill. Rumour suggested he sold in order to join the army
- 1916 A Zeppelin airship (L31) involved in a raid on Portsmouth flew over Emsworth to the great excitement of the population
- 1916 The sewage treatment works in Thornham Lane, built in conjunction with Westbourne Rural District Council, are finally opened
- 1916 The ban on selling oysters from Emsworth was finally lifted with the opening of the new sewage treatment works
- 1917 Isobel Silver made national news when she drove the horse team that pulled the first engine to the Blendworth House fire
- 1919 Water Carnival is revived as part of Emsworth peace celebrations at the end of First World War
- 1919 Jack Cribb sold the Bathing House in Bath Road to Miss Duffield, who then sold it to Major Whitaker of Stansted to found Emsworth Sailing Club
- 1920 Wolf Cub pack started at Emsworth
- 1921 Emsworth Slipper Sailing Club founded
- 1923 Havant and Emsworth supplied with mains electricity
- 1924 Chichester and Emsworth Harbours formed a regulatory body to co-ordinate leisure sailing activities in the harbours
- 1926 The Anchor public house at the bottom of South Street, which was used as a customs house, closed
- 1927 Mr Noel Kinnell left a donation in his will for the improvement of the mill pond wall, levelling the top and constructing a proper walkway
- 1927 Dr Lockhart Stephens retired from practice in Emsworth. He had served in the First World War with the Red Cross and was respected by war veterans
- 1927 Royal British Legion club building was constructed in North Street, behind the Baptist Church

- 1927 The oyster smack *Sylvia* was lost with all hands off St Catherine's Point, south of the Isle of Wight. John Parham was captain, with five crew.
- 1928 *Windflower*, a luxury yawl, was launched in Emsworth from Mr. Kemp's yard for Dr H French. It was the first yacht of any size to be launched for 26 years.
- 1932 Southern Railway published a leaflet *Yachting on the South Coast* extolling the waters of Chichester Harbour and mentioning the Emsworth waterfront amenities and sailing clubs, to encourage Londoners to use the train to come sailing
- 1935 J D Foster's sawmill and sail loft were burnt down. Losses included scale models and plans of all the oyster smacks
- 1935 Slipper Mill purchased by Leigh Thomas & Co Ltd and limited to self-raising flour.
- 1937 Basil Williams registered Hants & Sussex Motor Services Ltd with a share capital of £1,000
- 1938 J D Foster celebrated his 80th birthday by cycling 100 miles to the New Forest and back
- 1938 Chequers Garage opened by Ben Jones
- 1939 Hants & Sussex Motor Services obtained a licence to run a bus service between Emsworth station and R A F Thorney Island
- 1939 Emsworth House School requisitioned by the Admiralty for the duration of the Second World War. The school did not reopen on this site
- 1940 J D Foster died
- 1941 Two magnetic bombs were dropped by German aircraft in Emsworth Channel. 100 houses were destroyed and many shop fronts were blown in
- 1943 Bombs dropped on Emsworth. One fell in Bath Road and destroyed houses, but did not explode. Residents were evacuated to Washington Road School until they could be rehoused
- May 1943 Wings for Victory event in Emsworth raised money to help fund eight Spitfires from the Havant area
- 1944 5th Battalion, The King's Regiment embarked from Emsworth to take part in the D-Day landings
- 1946 8th June, Emsworth victory celebrations held to mark the end of Second World War

- 1946 Recreational sailing resumes in Emsworth Harbour and the Federation of Sailing Clubs is re-formed
- 1950 The covered seating and bus shelter on The Square is built and dedicated to the fallen of the Second World War
- 1950 Lillywhite Bros garage opened at bottom of Queen Street and is still trading in 2016
- 1953 Water Carnival was part of Coronation Celebrations with over 30 decorated boats on the Mill Pond and 90 children taking part in the fancy dress competitions
- 1955 Warblington Secondary School opened and Emsworth Schools then taught only 5 to 11- year-olds
- 1958 Emsworth House relinquished by the Admiralty and Hampshire County Council rebuilt it as residential home for the elderly
- 1960 Horrocks Hardware shop and Beta Marine were burnt down in a major fire in the High Street
- 1962 Royal British Legion Hall in North Street burnt down
- 1963 Emsworth Marina construction began
- 1966 Slipper Mill Pond Preservation Association formed to look after the pond after milling ceased
- 1966 Bicentennial meeting of Emsworth Friendly Society held in October
- 1970 Emsworth designated a Conservation Area by Havant Borough Council
- 1970 The Town Mill in Queen Street closed for flour milling and became offices and workshops
- 1971 Chichester Harbour Conservancy took over control of Emsworth and Chichester Harbours
- 1974 Emsworth inner relief road opened bypassing the Square
- 1975 St James' Church of England School moved from Church Path to a new building in Bellevue Lane
- 1977 Dittman & Malpas sell the Quay Mill at the bottom of South Street to the Emsworth Slipper Sailing Club who refitted it as their permanent club house and opened in Easter 1978
- 1978 *The Ark* and remains of oyster smacks removed from Emsworth Harbour
- 1979 Last member of the Miller family died and Sussex Brewery sold. Known as the filthiest pub in the area, 75 tons of rubbish were taken away to empty it

- 1988 A27 bypass constructed and opened giving relief from large vehicles passing through Emsworth
- 1988 Emsworth Museum opened
- 1995 A jetty was built out from the promenade to give easier access to boats at high tide
- 2006 A skatepark opened at Emsworth
- 2008 24 August Emsworth had Olympic Flag handover day with young athletes running around the town centre displaying the flag. Youth groups enjoyed tea and cakes in Baptist church gardens

Additional Dates by Dr Margaret Rogers

- 2009 The Memorial Garden, the brainchild of Harold Groom, has now been given official recognition as a war memorial. The names of the fallen which have been commemorated on plaques fitted to concrete bases and designed to complement 'Absence', were in place in time for the Dedication Ceremony
- 2010 A devastating winter flood hit Bridge Road and Selangor Avenue properties and returns again the following year
- 2011 Plans for a disabled-access ramp on the northern platform (Platform 2) at Emsworth Railway Station are initiated and opens in 2012
- 2011 The Emsworth Brewery was set up by Hilary and Michael Bolt in West Street. Emsworth has a very successful Food Festival. The Brookfield hosts a PG Wodehouse weekend
- 2011 A collage depicting Emsworth through the ages which was made by three Emsworth pupils of Warblington School was unveiled in the Community Centre
- 2012 Emsworth Museum Administrator Linda Newell publishes her book 'Uncovering the Past ... Emsworth, Oysters and Men. The Museum also hosts three mature work experience students from Chichester University
- 2012 Confirmation was received that the Palmers Road/North Street gas holder is due for demolition in late 2015...
- 2012 Nile Street chapel, where Olivia Holloway preached, and latterly a plastics company will be demolished and two properties built
- 2013 25th Anniversary of the opening of the Museum celebrated

- 2013 Due to the generosity of Pam Clayton, former Editor of the *Emsworth Echo*, her will has enabled the Museum to erect a new oak-framed notice board outside the Museum. The museum acquires a basket from Emsworth Steam Laundry, which was on New Brighton Road
- 2014 More flooding – this time in Lumley Terrace and Road, Queen Street, Brook Meadow and Gardens and again in Selangor Avenue
- 2014 The Emsworth & Havant Homing Society pigeon club, whose premises were in the grounds of Emsworth's Community Centre behind the Museum, were given notice to close, one of their trophies being given to the Museum
- 2014 'Carriages', the railway station cafe opens on Platform 1. Hutchins, in The Square, one of Emsworth's oldest shops, owned by Marlene Barton closes. The premises later become 'Cheese & Chutney' and Mungo Brooks' Emporium
- 2014 Building work starts on the new Baptist Church meeting hall, completed and opened in 2015
- 2014 Emsworth Sailing Club, founded in 1919, is hit by a car. Hampshire County Council propose to move the Library to the Community Centre
- 2014 25 September, the premiere of the film *Emsworth's Oysters*, was held at the Brookfield and the Oyster Gallery in the main room of Emsworth Museum opened
- 2015 Sadly we lose two important people in the life of the Museum – our President Dr Margaret Rule and our Administrator Linda Newell. Plans are shelved pro tem for the library to move
- 2015 40th anniversary of the formation of EM&HT
- 2015 Appointment of Philip Magrath as new Museum Curator

A Short History of Emsworth and Warblington

A. J. C. (John) Reger MA (Cantab), MBE

The Parish of Warblington

Whether you meet it as a motorist on the increasingly busy A27 Folkestone to Honiton trunk road, discover it in a tour of the byways of Hampshire and West Sussex, or sail in on the tranquil waters of Chichester Harbour, the little coastal town of Emsworth has an attraction for all who cherish the warmth and colour of those corners of England which still have their roots in the past.

Not that Emsworth has stood still in these days of almost feverish development. New buildings there are in plenty, but they have come to complement rather than replace the characteristic dwellings which still stamp the town as a typical fishing village with harbour facilities for the rural industries and crafts plied there over the centuries.

Thus we have the new Emsworth as a cleaner, tidier and in some ways more attractive version of the old. It is not difficult there to go back in time to quieter, more restful and sometimes happier days, and what a wealth of interest there is to unfold.

In the Middle Ages Emsworth developed within the Ecclesiastical Parish of Warblington; from Tudor times the district was the Civil Parish of Warblington. Similarly the Domesday manor was Warblington, and the manor of Emsworth only came into being when the old unit was split in the reign of King John.

In Roman times a villa existed to the south of the road from Chichester to Havant in the fields of what is now Warblington Castle Farm. The site was re-occupied in Saxon times when a *tūn*, or farm, was owned by a lady called *Wærblið* who gave her name to the later village.

Emsworth may have come into existence later and according to Richard Coates, its name means *Æmeleswyrð* 'Æmele's curtilage'. It is popularly supposed that Emsworth takes its name from the River Ems, but until the 16th century when Holinshed named it the Ems in his *Chronicle* this stream was always known as the Bourne.

The two manors together were far larger than the present ecclesiastical and civil parishes. The boundary of the old parish which remained unchanged until 1902, was of considerable antiquity; on the east from Rowlands Castle to Emsworth it followed the line of the county boundary which is thought to date back at least to the reign of Alfred the Great; the line on the west is mentioned in two almost identical charters of Havant – the first granted by Æthelstan in about AD 935 and the second by Ethelred in about AD 980.

Beginning where the Lymbourne or boundary stream enters Chichester Harbour and proceeding clockwise in true Anglo-Saxon style the boundary runs due north across Emsworth Road, through the houses in Bellair Road, across the western edge of Warblington School playing field and crosses the railway line to follow the eastern wall of Havant cemetery.

At a point behind the factories in New Lane it turns due east, crosses the railway again and follows the hedge between Denvilles and what was from Saxon times until quite recently Nutwicks Farm.

The boundary reaches the Southleigh Road at a point called 'Clapgate', follows what the Saxons called 'the Green Way' as far as Locks Farm and then continues Nto Pays Cross where the Eastleigh and Bartons Roads meet. In Southleigh Forest one can still see traces of the original bank and ditch (called 'Hagan' in the charters) which marked its route. At Whichers Gate cottage the boundary crosses the road and follows the footpath (called a 'highway' in the 10th century) to Rowlands Castle Green and skirts the latter to join the county boundary just south of the station.

The eastern boundary in its northern reaches is also partly marked by the remains of a bank and ditch; in the south it follows the Ems and a tributary stream. From Westbourne its path is further to the west than the present river bed indicating that the Ems has moved since Saxon times. From Dolphin Creek the boundary goes out to the Beacon and back along Sweare Deep to the Lymbourne.

The area defined comprised some 2,700 acres (1,092 hectares) in which one can clearly trace five distinct geological regions.

The northern part of the parish is much less fertile than the south, only Mayze Coppice Farm on the gravel spread between Havant and Rowlands Castle possesses any good soil. Southleigh Forest, once a part of Emsworth

Common, is still well wooded but its soil contains some very infertile plateau gravel. In the 18th century this common situated on an outcrop of London Clay which made the soil somewhat too heavy for the agricultural methods of the time stretched as far south as the site of Emsworth railway station.

South of the common is a broad belt of brickearth, an easily worked and fruitful soil. Here on the good soil by the coast early man would settle getting his water from the line of springs which stretch eastward from the Lymbourne head to the foot of South Street in Emsworth. These early farmers wanted not only good soil, but also intermediate land for their 'Leighs' or cattle pasture, as well as woodland for fuel and building materials and a place for the swine to root. For this reason the coastal parishes in south-east Hampshire all have a long narrow shape stretching from north to south dictated by this geology and the needs of the Saxon farmers.

In prehistoric and early historical times the Ems was tidal as far as Westbourne and the Westbrook creek reached to Victoria Road. The site of Emsworth was, therefore, almost isolated at high tide. This factor together with the shortage of free water probably prevented people from coming to live there in the years before the Conquest.

Roman and Saxon Warblington

During pre-history two 'main roads' developed in south Hampshire. One was the coastal trackway which connected the settlements around Arundel and Pevensey with those of the Winchester uplands, and the other led from Hayling Island through Havant and Rowlands Castle to the Downs.

A part of the coastal route followed the Portsdown ridgeway and from Chichester to Belmont Hill in Bedhampton it probably skirted the heads of the various creeks which entered the harbour, passing through country still covered with the original thick forest of oak and beech. There may have been pre-Roman settlements in Warblington parish, but if there were they remain to be discovered.

The northward route to the downs followed the line of the gravel valley from Havant which must have been the natural 'best route' through the forest. Rowlands Castle was a minor 'gap fortress' guarding this road and, until

more of the forest was cleared, must have been quite important to the person who held it.

The Romans straightened out the British trackways and laid down first-class metalled roads where the situation warranted it; the present road from Chichester to Havant follows this line almost all the way. Originally the Roman road went to the south of St Faith's church and then to the north of Portsdown straight as an arrow to Wickham. Along this Roman road were a great number of villas; one was at Warblington in the fields of the Castle Farm just south of the main road. Finds made so far show that the building was sizeable, and was made of brick and stone. The floors were paved with tesserae of red brick and coloured sandstone. We can admire the site the Romans chose, from here we can see right down the harbour to its entrance and with the still wooded shores of Hayling in the foreground it is a view which is probably less altered than any other in the parish.

With the settlement situated on the very fertile brick earth tract it is probably safe to say that the basis of its economy was agriculture, and this means that the fields of Castle Farm have been more or less under continuous cultivation for from 1500 to 1800 years.

After the Roman legions marched away the land was deserted for the best part of a century; then as mentioned earlier some time after AD 500 Weor-bald came to found his village of Weorbling's Ton. He and his people were no doubt very pleased with the land they took over. Because it had been farmed by the Romans there was no forest to cut down, only scrub to clear. The soil was good, there was water, and a well-wooded hinterland provided building material and swine pasture. The site they chose was on a short rise to the west of the creek up which they had sailed. This was the highest and driest in the immediate vicinity. It was far enough away from the road, from whence danger might come, and almost on top of a number of springs of good clear water. Today it is occupied by the castle and the church.

By the time of the Norman Conquest a second settlement had been made in the parish around the Lymbourne Spring, using as its fields the site of Wade Court Farm and a part of Denvilles. It was called Newtibrigge or Newtimber, which is best translated Newtown.

From the early 11th century the Manor of Warblington, of which Newtimber was part, was held by the Godwins. They also held Bosham, Westbourne and the great complex of Chalton Manor and were thus the most powerful Lords in South East Hampshire and West Sussex. After the Conquest these lands came into the possession of Roger Montgomery, Earl of Shrewsbury. Warblington which then formed part of the Manor of Westbourne is listed under that place in the Sussex Domesday Book. Newtimber, held by Sired, a Saxon and once the Thane of Harold Godwinson, is listed under Hampshire as 'held of Earl Roger'.

The Warblington entry is as follows:

Earl Roger holds (West)Bourne in Demesne . . . to this Manor belongs Warblington . . . In the time of King Edward there were (i.e. it was assessed for tax at) 12 hides, now 4. There are (blank in Ms) Plough-lands. In Demesne there are two plough teams, and there are 17 villeins and 12 bordars with five plough teams. There are two churches, and six serfs and a mill worth 10/- (50p).

The value of the Manor of Warblington is included in the sum total of Westbourne and Prinsted, and as the entry goes on to describe this latter place and then to summarise the whole of the Westbourne estate it is possible that the second church mentioned was actually at Westbourne and not Warblington. The entry suggests that Warblington had been taxed fairly highly before the Conquest and then reduced, although we cannot say why. The number of ploughlands, that is areas containing roughly 120 acres (49 hectares) of arable land, was not known or had just been left out; as there were seven plough teams of eight oxen one would expect there to have been at least 850 acres (343 hectares) of arable land. There were 29 peasant families and two slaves, giving a total population of about 120.

The site of the mill was on the stream to the north-east of the church and the remains of the old mill pond still exist.

Newtimber was very small. There were two plough-lands, or some 250 acres (101 hectares) of arable land, two oxen on Sired's land and four owned by his men. Six peasant families gave a population of some 25 persons and there was a mill, no doubt on the Lymbourne, worth 5s. (25p) and 3 acres (1

hectare) of meadowland and a fishery. Sired was a relatively lucky man. Before the Conquest he had also owned part of Brockhampton, and he had been allowed to keep one of his farms, which is all that this manor really amounted to. Its total value is said to be £1 10s. (£1.50) yet it paid tax on three hides almost as much as its far bigger neighbour Warblington.

The Foundations of Emsworth

The village of Emsworth probably owes its foundation to the general fall of the sea level which resulted from an increase in the Polar Ice Cap in the 12th century. This would have caused the creek at Warblington to become too shallow at most stages of the tide for the local fishermen and it made the Emsworth site more habitable by uncovering the springs at the foot of South Street hitherto below the high water mark.

By the reign of King John the settlement had been well established and named. When John lost most of his French lands in 1204 and seized the estates of all his barons who held lands in France and would not return them to the French King, one of those so deprived was Robert de Curcy whose possessions included the Manor of Warblington with its dependencies of Farlington, Milton and Eastney.

It was intended that this 'land of the Normans' would be given back to the original owners when the King of England was once more Duke of Normandy and Count of Anjou. This of course never happened and the 'Terrae Normanorum' became a useful source of wealth with which John could bribe those of his followers whom he could not bully.

Some time after 1204 and before 1216 John divided Warblington into two. He gave £5 worth of land 'at Emelesworth' to William Aguillon for a rent of 'a pair of gilt spurs yearly'; (this is the origin of the presumed Manor of Emsworth which was really only a freeholding within the manor of Warblington). The rest of Warblington with all the manorial rights including the manorial court to which the Emsworth tenants had to come was granted to Mathew Fitzherbert Sheriff of Sussex under both John and Henry III. Mathew was one of John's most loyal followers and a devoted servant of his son and so far as can be gathered he held this land freely without paying any dues to the Crown at all.

By a charter granted on 10 June 1231 Herbert, Mathew's son, was granted the right of 'Free Warren' – that is the right to take all lesser game in Warblington; on 30 June Henry III confirmed the grant by his father to William Aguillon of lands 'in Emelesworth'. This is the first recorded use of the name.

In April 1239 a second charter was granted to Herbert confirming his right to Free Warren and granting him the right to hold a market every Wednesday and a fair *on the morrow of the Translation of St Thomas the Martyr at Emelesworth in Warblington*. Herbert had thus changed the centre of gravity of his manor from Warblington to Emsworth. The right to hold a market could be denied if it was too close to one already existing. In 1200 the right had been granted to the Monks of Winchester Cathedral to hold a market at Havant. Herbert could not hold his market at Warblington for this was too near Havant, so Emsworth was the only possible site.

Emsworth can be said to be a founded town, like Petersfield and Portsmouth, and an aerial view reveals its rough town plan with the market place in the centre, with roads leading off to join the Roman highway and lanes leading down to the wharves where ships could tie up. The houses fronting the square had their narrow plots of land stretching out behind them.

Herbert's little scheme probably succeeded beyond his wildest expectations, although if he had had plans to make the place a proper town like Newtown in the Isle of Wight this part of his scheme failed; but he died before its completion and his successors lacked his vision.

Nevertheless Emsworth was a place of some importance in the 14th century and in 1342 the rights of William Aguillon's £5 worth of land were bought by no less a person than Nicholas Devenish sometime Mayor of Winchester and a very important wool merchant. It is possible that he had plans for using the port for his own merchandise. There were certainly a number of vessels of some size there by 1341 for in that year Emsworth was one of five ports in Hampshire ordered to provide a ship for the fleet to be sent to protect the Channel Islands from French attack.

In 1346 Richard Marshall was appointed 'gauger of wines' at a number of south-coast ports from Newhaven to Southampton, including Emsworth and

Langstone; other references to customs officers in Emsworth in the 14th century, including the appointment of a special commission in 1378 Trade, industry and population suffered a decline as a result of the Black Death and in the following century most of the inhabitants of Warblington came to live at Emsworth and the older site was slowly abandoned.

Today the site of Saxon Warblington is almost deserted. The ancient church of St Thomas a Becket stands almost alone at the end of a leafy lane with just the castle and farm for company.

The desertion appears to have been in three stages.

The first move occurred when Emsworth was given its market and fair in the 13th century and some of the inhabitants moved there, to be 'nearer the shops'.

Then there was the Black Death of 1348/9.

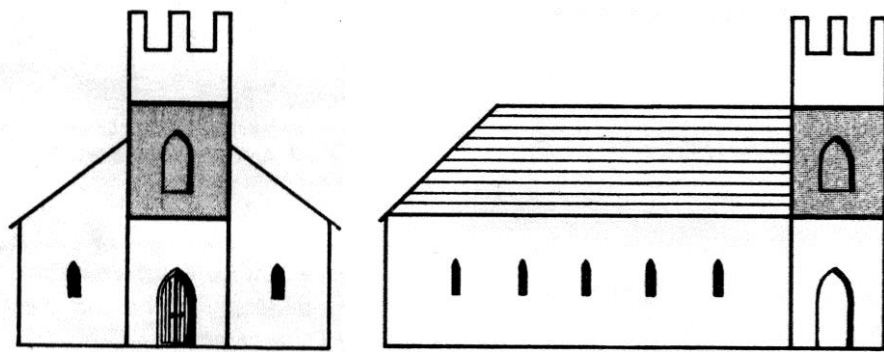
Black Death or Plague

The outbreak of 1348/49 was largely Bubonic in character though there were a number of Pneumonic cases. The first type is fatal in about one third of all cases the second kills in minutes. Deaths were enormous, between one quarter and one third of the population was wiped out during these two years. In some particularly badly hit villages almost three quarters of the population died. We know that in the nearby Manor of Wymering so many were dead by 1350 that no one knew what the manor was worth. This pandemic plague was to continue in sporadic outbreaks of a local and national nature for the next three hundred years finally dying out in the reign of Charles II.

Finally in the middle of the Wars of the Roses the remaining inhabitants were turned out and rehoused at the foot of Southleigh Road when Warwick the Kingmaker, then Lord of the Manor, decided to turn the fields around the church into his private deer park.

Warblington Church

Warblington Church is the most interesting building in the whole of the ancient parish. Recently the remains of a Roman structure have been found in the churchyard. The middle portion of the tower was built before the Conquest and included Roman bricks, probably from this site. A number of these can be seen in the two rounded arches on either side of the lowest visible storey. The building to which these arches belonged must have looked something like this:



The shaded area is the existing part of the original tower

The walls were made either of flint or of timber and wattle and daub. It was probably the former because this material was also used to build the end tower or more properly porch, and it is the centre section of this which has been retained. Originally this section may well have formed a sort of outside pulpit, for the church was far too small to accommodate all the 150 or so Domesday inhabitants of Warblington and Newtimber and they would have stood in the churchyard. Only the important men of the village would have entered the church and communion would have been given at the door.

When Emsworth became a market village, the population of the parish and manors must have increased considerably. The church was far too small, but now the community could afford to enlarge or replace it with something more fitting, and towards the end of the 13th century the period of rebuilding began.

The first step was to cut away the lower part of the Saxon porch and build beneath it the present chancel arch. How exactly this considerable feat was performed must remain a mystery, but perhaps even more mysterious is why the upper storey of the porch was left in place.

Next they built to the west of the new arch a nave of three bays; an interesting feature, though not unique, is that the pillars of the north and south arcades differ from each other, although apparently built at the same time. The south arcade and the chancel arch are based on an octagonal column with a cluster of four Purbeck marble shafts. The north arcade has plain drum columns with simple capitals.

In the 18th century the local country folk would explain this difference by saying that the re-building of the church had been carried out by two sisters, co-heiresses of the lord of the manor, each of whom had built her arcade in the manner which pleased her most. Although it is highly unlikely that the local yokels of Georgian England knew about them, it is a fact that precisely at the time when the church was rebuilt there were two co-heiresses living in Warblington.



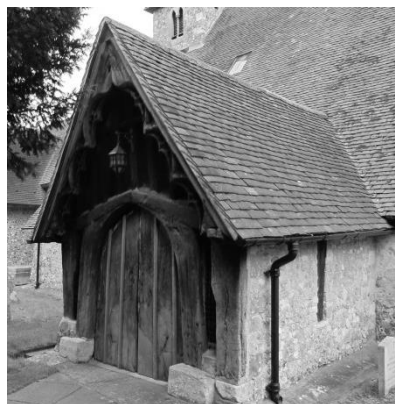
Early 14th-century tomb, probably that of Phyllis de Estney daughter of Robert Aguillon, and sister of Isabella Bardolf who usurped the rights of the manor and was eventually unceremoniously disinherited.

They were Isabella Bardolf and Phyllis de Estney, daughters of Robert Aguillon, a royal official in the reign of Edward I, and as sharp as the needle from which he gets his name. His father was that William who had been given £5 worth of land at Emsworth by King John. Robert turned this into a claim for the whole of the manorial rights of Warblington and having assumed these rights he transferred them to Isabella, his eldest daughter. Phyllis died in about 1315 and Isabella in 1325.

From about 1314, Robert le Ewer, a courtier who had been made Lord of the Manor of Warblington by Edward II, had waged a law suit to get back his rights. This he achieved in 1322; at Michaelmas of that year Isabella was seized in her home at Warblington and unceremoniously dumped outside. Her son succeeded to her £5 worth of land at Emsworth in 1325 and the family made no further attempt to claim the lordship of the Manor of Warblington. It was only in the 17th century that Emsworth and Warblington were again to have the same lord.

To return to the church. At the east end of the nave are two canopied tombs each with an effigy of a lady in early 14th-century costume and these are presumed to be the final resting places of Isabella and Phyllis. That of Isabella appears to be on the south side. This grave was opened in the 18th century and found to contain the skeleton of a woman quite six feet tall. The right thigh bone had been broken and the bone had mended badly. Isabella must have had a very bad limp which no doubt did not improve her temper or make her appear any less formidable.

In the early 14th century the nave aisles were extended to the east to include these tombs. The roof was then made flush with the eastern side of the tower to which a further storey had been added. Thus the Saxon arches were hidden in the roof and did not reappear until the restoration of 1830. An old print in the church shows its appearance before this restoration.



The northern entrance porch to the church was built about 1340, just before the Black Death when all building stopped. It still contains some timbers from 14th-century ships.

Shortly after 1300 the chancel was rebuilt, replacing the old Saxon church, and the vestry added.

In the chancel are a number of 13th-century encaustic tiles which were collected up in 1830 from all over the building; the best of these are now covered by a blue carpet. The walls of the nave were at one time covered with paintings, but these were whitewashed over at the time of the Reformation.

They emerged briefly in the mid-19th century to be described in Longcroft's *Hundred of Bosmere* before being covered up again to preserve them. In the 1950s, the whitewash having worn very thin, some of the painting could again be seen, but they are now obscured by fresh paint which has probably destroyed them for good.

The west door is 15th or 16th century and may well have been inserted at the time of the building of the castle.

The churchyard is of more than usual interest with its yew, which may well have been there before the Saxon church, and its 18th-century carved tombstones. Of the latter few churches can claim to have both the number and quality. One is to William Palmer who lost his life and his vessel in Dublin Bay on 20 February 1759 aged 38. It was set up by his widow Elizabeth, who lies beneath it, and it shows the picture of a boat in the process of capsizing.



The tombstone erected in memory of William Palmer who lost his life in February 1759. No doubt there are many men of Emsworth who had a similar watery grave but no memorial to them is recorded today.

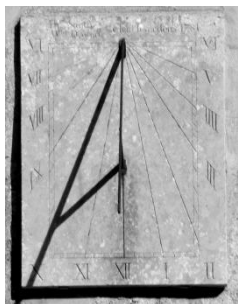
Here too are the watch houses built in the late 18th century when the churchyard far from the village of Warblington and town of Emsworth

catered for quite a considerable population and was rather a temptation for the Resurrection Man plying his gruesome trade.



One of the watch houses in the graveyard used to prevent, if possible, the unnatural but profitable trade at that time of 'body-snatching'.

The dedication is to St Thomas a Becket. This cannot be used as an indication that the church was rebuilt in the 12th century as some people have attempted to do. During the Reformation Saints' names fell into disuse and in many churches dedications were forgotten. It was the Rev. William Norris who dedicated Warblington Church to St Thomas a Becket, arguing that this must be correct as Emsworth fair day was connected with the murdered Archbishop, just as Havant church was known to be dedicated to St Faith and Havant fair day was St Faith's day. His arguments can be read in the 1796 edition of the *Gentlemen's Magazine*. Medieval documents, on the other hand, refer to the Church of Our Lady (or St Mary) of Warblington.



The sundial



The Mass clock

The sundial on the south side of the Church, dated 1781, was photographed at 11.00 British Summer Time but could only show Greenwich Mean Time –

10.00. Mass clocks were built by amateurs, they weren't particularly accurate, and the gnomon was a simple peg placed in the hole in the photograph. But they served their purpose by marking out times for Mass and for Vespers.

Medieval Lords of Warblington and Wade

Because the Manor of Warblington came to be a rather useful 'free gift' at the disposal of the Crown, various persons of some importance came to own the estate in the 14th century.

Robert le Ewer, who regained all the manorial rights from Isabella Bardolf in 1322, did not continue long in possession. As one of the dissident lords he lost his life and the manor before Edward II was deposed and murdered in 1327. Earlier Edward had granted the reversion of the manor to his brother-in-law, Ralph Monthermer; but Ralph was dead at the time of Robert le Ewer's disgrace and his second son Thomas inherited in 1325 and held the manor until his death in 1340.

Ralph Monthermer was a very good example of the poor boy who made good. As one of the knights of Gilbert de Clare Earl of Gloucester he made a secret and runaway marriage with the earl's young widow, Joan, who was the daughter of Edward I.

Edward was furious. The young couple were followed and brought before him, and Ralph was sent to the Tower and Joan to a nunnery. But she was Edward's favourite daughter and Ralph had the reputation of being the most skilful knight in England so that in the end all was forgotten and they were reunited and restored to royal favour. Joan died in 1307, the same year as her father; Ralph survived her for many years fighting with great valour at Bannockburn where he was captured but released free of ransom. The Monthermer's shield was a green eagle displayed on a gold field and this is to be seen on some of the encaustic tiles in the church and in the painted crest on the castle.

Edward I had decreed that when lords who held land of the crown died an inquest must be taken of all their estates and from that taken on the death of

Thomas Monthermer we gain the value of the Manor of Warblington at that time.

The manor house was not in a very good state of repair and it was said to be not worth much. The produce of the garden was worth 3s. 4d. (16½p), but the dovecote was almost destroyed and was worth only 2s. (10p). The 'home farm' had some 205 acres (83 hectares) of arable land worth £10 0s. 4½d. (£10.02). This was roughly 6d. (2½p) per acre per year and was normal for good land at the time. There were six acres of meadow and 16 acres (6 hectares) of pasture, with more pasture at Milton, and there were 30 acres (12 hectares) of Great Oak Wood which was worth nothing as 'it lay in the common'.

The Emsworth Fishery was worth 6s. 8d. (33p) and the rents of the freemen, villeins and tenants at Milton were worth £12 2s. 6d. (£12.12½p) Certain tenants made fixed payments twice a year and these together were worth £3 3s. 8d. (£3.18p) while the 'customary rents' of the tenants were worth 10s. (50p). The pleas of the Court were worth 13s. 4d. (67½ p).

Thomas's heir was his ten-year-old daughter Margaret who subsequently married John Montague and whose descendants became Earls of Salisbury; the last of these died in 1428 at the Siege of Orleans, the event which first brought Joan of Arc to the notice of a wondering France.

The last Earl's daughter married Richard Neville already Earl of Warwick and now Earl of Salisbury by right of his wife. Their son was Warwick the Kingmaker the most important man in England in the third quarter of the 15th century. His daughters both married royalty. One married first Edward the Lancastrian Prince of Wales, and secondly Richard Crookback Duke of Gloucester; the other married George of Clarence. Clarence's son Edward Earl of Warwick was executed in 1499; his daughter was Margaret, Countess of Salisbury.

The lords of Warblington were great folk, the lords of Wade were not, but one family, the Falconers, are a very good example of the kind of people who formed the 'middle sort' of medieval society.

Lords of the Manor of Warblington and Emsworth

Lords of the Manor of Warblington

Pre-Conquest:

Earl Godwin

Harold Godwinsson (King Harold) ob. 1066 at Hastings.

Post-Conquest to 1204:

Roger Montgomery, Earl of Shrewsbury ob. 1094.

Hugh Montgomery, ob. 1098.

Robert de Belesme, disgraced 1102. Thereafter the descent of the manor is obscure until 1186, when it was in the possession of Robert de Curcy. Robert lost the estate in 1204 to King John who held it as part of the 'Terrae Normanorum' until he granted the lands out as under.

Manor of Warblington

Mathew Fitzherbert, c.1211-1231.

Herbert Fitzherbert, 1231-c.1245.

Peter Fitzherbert 1245-1265. Date doubtful.

John Fitzherbert, 1268-1269.

Margaret Fitzherbert (in dower) 1269-prior 1286.

Mathew son of John Ude, from before 1286, ob. 1310.

Robert le Ewer, 1310-1324 (disgraced).

Thomas Monthermer, 1324-1340.

Margaret Monthermer (in dower), 1340-1349.

John de Montacute, by right of his wife Margaret, heir of Thomas Monthermer, 1349-1390.

Margaret (in dower), ob. 1394.

John Montague jun., Earl of Salisbury, ob. 1400.

Thomas Montague Earl of Salisbury, ob. 1428 at Siege of Orleans.

Richard Neville by right of his wife Alice, heir of Thomas Montague, 1428-1461 (executed after Battle of Wakefield).

Richard Neville Earl of Warwick (the Kingmaker), 1461-1471 (executed after Battle of Barnet).

George Duke of Clarence by right of his wife Isabel Neville, ob. 1478 (in the Tower).

Edward Earl of Warwick, exec. 1499 with Perkin Warbeck.

Henry VII from 1499.

Henry VIII until 1513.

Margaret, Countess of Salisbury, dau. of George of Clarence, exec. 1540.

William FitzWilliam, Earl of Southampton, 1541-1542.

Henry VIII and Edward VI.

Sir Richard Cotton, and his heirs from 1551.

Lands (presumed Manor) at Emsworth

William Aguillon granted by King John, c. 1211.

William ob. between 1261 and 1279.

Robert Aguillon, ob. 1286.

Margaret his widow in dower until 1292.

Hugh Bardolf, by right of his wife Isabella Bardolf until his death in 1304.

Isabella Bardolf until 1322.

Thomas Bardolf ob. 1330.

Agnes, widow of above in dower.

John Bardolf—sold lands in 1342, to Nicholas Devenish sometime Mayor of Winchester, ob. 1352.

Thomas Devenish, ob. 1372.

His heir was John, aged 10 in 1372, but the lands were sold to the family of the Faulkners of Greatham, Hants, who held until 1635, when they sold the presumed Manor of Emsworth to the Cotton Family.

Lords of the Manor of Warblington and Emsworth

From 1635, the Cotton family.

The last of whom were:

Richard Cotton, ob. 1695, buried in Warblington Church.

William Cotton, o.s.p. 1735, leaving manors to his nephew Thomas Panton, Senior.

Thomas Panton, Senior, in 1767 conveyed the Manors to a trust for his son Thomas Panton the Younger on his marriage, with remainder to the said Thomas's heirs or failing these to certain persons named.

Thomas Panton the Younger sold his life interest, being childless, to Richard Barwell of Stansted in 1792.

Richard Barwell, ob. 1804. At his death the remainder of the estate should have gone to Lady Willoughby de Eresby. The latter effected a recovery of the Manors in 1809, but immediately sold the lands back to the Barwell Trustees; these kept them until 1825, when they sold to Messrs. Brown and Fenwick of London.

Messrs. Brown and Fenwick, their heirs and trustees held the estate until 1885, when they sold it to Messrs. Paine and Brettel of Chertsey. After this the lands were separated from the Lordships. These Lordships passed through a number of hands until in 1956 the Lordships of both Manors was bought by The Urban District Council of Havant and Waterloo.

Some time in the 13th century the Earl of Arundel, who was Overlord of Wade (or Limbourne or New-timber), though he held it as a free tenant within the Manor of Warblington, gave the land there to Richard his Falconer to hold at the rent 'of a sparrowhawk yearly'. Richard's heir was William and he was followed by John, the first of the name. John joined the Church, the best way for an ambitious boy to 'succeed', and in the reign of Henry III he entered the royal service and so became one of the more important court officials. In 1262 he was presented by the Crown to the Rectory of Tilstead and by 1267 he was clerk to the Hanaper in the King's immediate service.

Into the Hanaper were paid all the monies which men had to give to the King for copies of Royal Writs, Letters Patent and the like. Henry used this money as a sort of Privy Purse and John Falconer towards the end of Henry's life was spending something like £500 a year on the King's behalf, mostly on the 'King's works at Westminster' that is Westminster Abbey.

By 1268 John was Rector of Fordingbridge and, in 1272, Dean of the Free Chapel of St Mary at Shrewsbury. He had managed to acquire certain lands at Hayling Island and Prinsted with the right to Free Warren in his lands at Wade and in Hayling.

His good times came to an end with the death of Henry III. One gathers that Edward I did not really approve of him; during his term of office he had acquired too much from a doting old man for the stern and upright Edward's taste. There were no more lands or fat livings for him. Instead he was summoned to the King's presence to give an account of what he was doing; finally in June 1279 he was written off as 'deceased' and another clerk was appointed to take his place. He was followed as Lord of Wade by his brother William's son, also John, who managed the small estate from 1280 to 1305.

At that time the Wade part of the Manor of Limbourne consisted of *a hall, grange, oxhouse, watermill, windmill, and rents of certain free tenants and cottars.*

There were two small farms in Warblington comprising a house with 20 acres (8 hectares) of land each. In addition there were just under 400 acres (161 hectares) of land in Hayling Island and the Hamlet and Manor of Prinsted.

Warblington Castle

Roy and Sheila Morgan

The castle was completed around 1520 and detailed building accounts for the years 1517/18 survive. The following is an accurate transcription of the survey document of 1632 in which the castle is described as follows:

THE Scite of the principall mannore house of Warblington is a very fare place Well moated a bout all Wth bricks and stones and is of a greate receipt built squiere in length 200 foot and in breadth 200 foot Wth a fare grene court Wth in and buildings round the said court Wth a fare gallery and Diveres Chambres of great romthe and two towers covered Wth leade Wth a very great and spacious halle parlor and great Chamber And all othere housses of offices What soever Necessary for such a house Wth a very fare Chappell Wth in the said house and the place covered all Wth slates and stones And there is a fare grene court before the gatte of the said house contayninge 2 acres of land and there is a very spacious garden Wth plasent Walkes adioyning to the house contayninge 2 acres of ground and neare to the said place a groves of trees contayninge 2 acres of lands 2 orchards and 2 little meadows plates contayninge 3 acres And a fare fishe ponde neare the said place Wth a gatte for wood and 2 Barnes one of sixe Bayes the other of 4 Bayes Wth stables and other out housses.

This survey corrects a number of previous published errors one of which was there were four towers.

Portsmouth City Records Office Newsletter, No. 7, February 1990

Extract from: *Warblington; Its Castle and Its Church*, by
W. B. Norris and C. G. Minchin, February 1920

In the time of the Cotton family, before the Civil War it is described as:

A very fair place, well-moated about, built of bricks and stones and is of great receipt, built square; in length 200 feet (61metres), with a fair green court within, and buildings round the said court; with a fair gallery and divers chambers of great count, and four towers covered with lead, with a very great and spacious hall, parlour and great chamber, and all other

houses of office necessary for such a house; with a very fair chapple within the said house, and the place covered with tiles and stones, and a very spacious garden, with pleasant walks adjoining, and near to the said place groves of trees, two orchards, and two little meadow platts containing eight acres (3.2 hectares); and a fair fish pond near the said place; barns, stables and out-houses.

Such was the castle as it stood in 1643 when the parliamentarians besieging Portsmouth (where Goring was holding for the King) and Arundel Castle perceived its strategic importance as commanding the harbours of Langstone and Emsworth and attacked it *with 60 soldiers and 100 muskets*. From a letter to Sir William Waller, commanding the forces before Arundel Castle, the writer says:

He has not yet had a reply to the message sent to Arundel Castle, and that they have taken the Strong House at Warblington, which commands a pretty port and will be of good advantage.

The castle seems to have been then dismantled (the lead roofing went as a matter of course to make bullets) and to have fallen into ruin, some of the stones being carried off to Havant and some to Emsworth where they were used to build old walls and houses still standing in the town. The Cotton family retired to a farmhouse of theirs at Bedhampton where they remained for many years, still keeping up their connection with Warblington, for Richard Cotton was buried here in 1695, as was his young son Francis, who predeceased him. Viscount Combermere of the Cheshire family is a descendant of the Cottons of Warblington, and bears the same arms.

Warblington Castle

[This is a later article John Reger wrote that gives a more detailed account of the building of the castle.]

In 1478, the Duke of Clarence, a younger brother of King Edward IV of England, son of Richard, Duke of York, and a Prince of the Realm, died in mysterious circumstances in the Tower of London accused of treason.

Some said that he had been drowned by accident in a butt of malmsey wine of which he was extremely fond; others hinted that Richard, Duke of

Gloucester, had had something to do with the matter, for there was bad blood between them. They had married the two daughters of Warwick the Kingmaker and after his death in 1471 had quarrelled about the division of the Warwick lands.

Isabella, the wife of Clarence, died before him leaving two infant children, while Anne of Gloucester was childless. Death and time to some extent solved the problems.

Richard III was killed at Bosworth by the Lancastrian Henry VII, who promptly took charge of Clarence's young son and daughter, and ran their estates for his own benefit. One of the manors so taken into the hand of the Crown was that of Warblington, together with its decayed manor house, its park, farms, wastes and rights.

Safe-keeping

Edward, Earl of Warwick (Clarence's son), was sent to the Tower for safe-keeping in case he should have any pretensions to the Throne of England; Margaret, Clarence's daughter, became the child-bride of a tough Yorkshire merchant from Hull, Sir Richard Pole. Pole, who was rich and powerful in his own locality, considered the marriage gave him added status and was a fair reward for his support for the House of Lancaster.

The union was fruitful if not exactly idyllic and one of the offspring, Reginald, born in 1500, became both Archbishop of Canterbury and a Cardinal before he died in Rome in 1558.

By the reign of Henry VIII Margaret was a widow, the new King saw little threat to the dynasty in the presence of Clarence's daughter and the Poles, her children. He had a conscience, his father might be thought to have connived at a judicial murder in the case of the young Earl of Warwick; the 'ghost' must be laid and so Margaret became Countess of Salisbury in her own right, and the owner of many of the lands which had belonged to the Nevilles, including the Manor of Warblington.

The site of Warblington was remote; it was near the sea, and, therefore convenient to France should an emergency arise; the old house was in ruins, but stood in the middle of a park of some 250 acres (101 hectares) and in the

14th century the Lord of the Manor had been given a licence to 'crenellate' so no-one could complain if the building took the form of a residential castle rather than that of the simpler manor house.

Too late

When exactly Margaret began the work is not known, but various authorities have suggested that the starting date was 1552; it is now known that this date is too late, that in fact Margaret must have started the work much earlier for there are in the Public Record Office in London the building accounts of Warblington Castle for the year November 1518 to November 1519, and if we read these we can see that the work was much advanced, and guess from what was going on and the rate of progress during the year that perhaps Margaret had had the work started not later than 1515.

As Henry VIII planned to visit Warblington Castle in 1525, and actually came in 1526, it is obvious that to build the castle must have taken from five to ten years.

Now, Margaret was the governess of Henry's eldest daughter, Mary, and the friend of Katherine of Aragon, Mary's mother. She was much at Court, and had many other calls on her time.

She could not be expected to supervise the work herself, but she needed someone reliable to act as overseer, clerk of the works, and general co-ordinator of the operation. Most of all she needed someone who would live at Warblington, and be able to read, write and cost accounts.

Her choice fell on Bernard Holden, the Rector of Warblington, and it is his name which ends the account roll in the Public Record Office.

Homes Built from the Ruins

The Caen stone imported from Normandy to build Warblington Castle was expensive, and must have been used more for places where its hardness and longer-lasting qualities would serve to the greatest advantage. Much of this material was re-used in local buildings when the castle was slighted [to destroy a fortification] during the Commonwealth period, which accounts, in a clay country, for stone cottages in Warblington, and a certain amount of

stone-work in houses in Emsworth and Havant.

For lesser work, Binstead stone from the Isle of Wight was used. As My Lady of Salisbury, for whom the Castle was being built, was also Lady of the Manor of Binstead, she did not need to buy the stone.

This 'digging' of freestone at Binstead is frequently mentioned and the price for digging one ton was 8d. (3p). As the labourer's wage was about 4d. (1½p) a day, this may mean that one man was reckoned to be able to win about half a ton of stone a day.

Once the stone had been dug, it had to be 'scappled', a medieval term which means reducing the faces of a block of stone to a plane surface without working it smooth. In the Isle of Wight scapping cost about 6d. (2½p) per ton, while the chalk blocks at Hambledon, which were also scapped, cost only 5d. (2p) a ton.

4s. 8d. (23p) a Boat-load

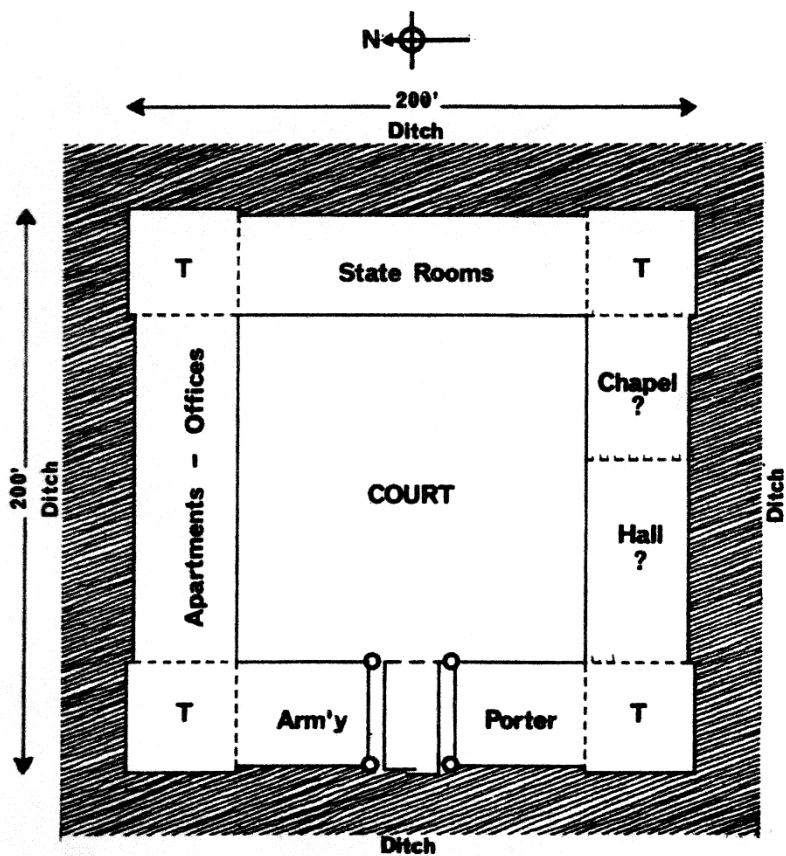
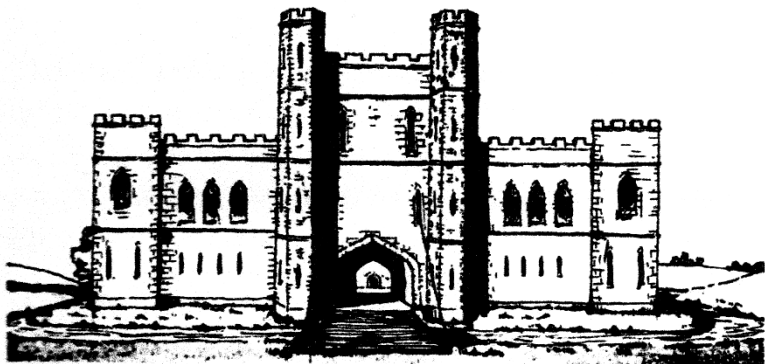
From the Isle of Wight, the stone came by the boat-load, and as the sizes of the boats are not given the calculation of the freight rate is not easy, but one suspects that a sum of 1s. (5p) per ton may well represent the average cost.

In May 1519, seven boat-loads from the Isle of Wight cost 4s. 8d. (23p) a boat load, while later eight boat-loads cost 4s. 4d. (22p) each. On the whole, the boat-loads were more often 4s. 8d. (23p) than anything, and perhaps this would represent a barge carrying four to five tons.

One minor entry in the accounts reads: *Helping to lade [load on a boat] new cut stone, man and servant 1 day . . . 9d. (3½p).*

Stone from Hambledon was brought down to Warblington by cart; the principal carter appears to have been Harry Long, who is frequently mentioned. He was paid 12d. (5p) per load, which was also 12d. (5p) per day.

Another who was often employed at this task was the Vicar of Catherington, also a protege of Margaret, but although it was he who was paid, one presumes that it was simply his cart which was used, and his carter who drove it, and not the Vicar with his cassock pulled up!



Impression of a possible appearance and layout of the castle

1,000 Tons in Stock

Some idea of the amount of stone carried in this way from the quarries at Binstead and Hambledon may be judged from the fact that in November 1519, no less than 1,000 tons of rough stone was awaiting use at Warblington (priced incidentally at £20 13s. 4d. (£20.65½p) in addition to that already built into the fabric.

Other materials found in stock at the end of the year were 'blue stone' or slates, lime, sand, and shingle. The blue stones are mentioned on two or three occasions in the accounts. In May, for example, 40,000 blue stones had arrived, and the entry reads: *To Westyrmen for carriage of 40,000 blue stones at 10d. (4p) per 1,000 . . . £3*. Where they came from one cannot say, one suspects that they came by sea as in March one John Helyer is said to have spent a week splitting – the word used though is 'hewing' – 7,000 blue stones at a rate of 5d. (2p) per 1,000. His task earned him 2s. 11d. (15p), almost equal to the 3s. (15p) per week paid to a skilled craftsman.

He appears only on the one occasion and must have been either an itinerant or a local slate worker. As Helyer is still a common local name nowadays the latter is the most likely.

Hambledon Kilns

Lime for mortar came from Hambledon. Near the quarry or chalk pit roughly cut pieces of chalk were roasted in a kiln. A careful search of the woods around Hambledon even today will reveal occasional traces of the old lime kilns, but the remaining examples were probably used more recently than the 16th century. Lime-burning cost 4d. (1½p) per quarter. Now the quarter used is not the modern 28 lb (13 kg), or quarter hundredweight, but the old measure of volume of eight bushels. As such, the weight varied with the density of the product; a quarter of wheat appears to have weighed about 480 to 500 lb (181 to 226 kg) but a quarter of lime must be heavier.

The carriage of a quarter of lime from Hambledon to Warblington was 1d. (½p), perhaps 3d. to 4d. (1½p) per ton. Carriage of stone cost 12d. (5p) per load; perhaps this was about three tons, which was considered a good wagon load.

Shingle and sand came from Newtown Haven in the Isle of Wight, at a cost of roughly 8d. (3½p) per ton. The barges came direct to Warblington and on one occasion one barge brought 14 tons – the whole cost being 9s. 4d. (47p) which was probably the cost of the material as well as its carriage.

My Lady's Man

Holden, a Master of Arts, was Rector of Warblington from 1505 until 1530. He was appointed to the living while the Crown held the right of presentation, but he must have become one of 'My Lady's men'; he was a pluralist holding several other benefices including that of Chalton, another of Margaret's manors.

The men who must have been responsible for actually building the Castle, in estimating what was required, and in engaging men, were Richard Gelys, master mason (who appears throughout the year drawing a wage of 3s. 8d. (18p) per week, and Thomas Parkin, master carpenter drawing 3s. 4d. (17p) per week.

Today, if you wish to have a house built for you, once you have managed to discover and to buy at immense expense a pocket handkerchief of land which no one else, so far, has wanted (for various reasons which become apparent only when the house starts falling into its own foundations) the battle for housing is all but over.

You ring up your architect, who rings up a builder, who contacts the wholesalers, and, if they have nothing better to do, which is unusual but sometimes occurs, all the bricks, the cement, the timber, the pre-fabricated window frames and doors, the glass, the tiles, the pipes, the drains, and the rest arrive on the site one fine morning and the 'only' remaining hindrance is likely to be the weather. In the 16th century there were no wholesalers of prefabricated building materials. Anyone who planned to build also had to plan how to acquire, or make, or provide the bricks, the stone, the lime, rubble, planks, ironwork, and lead for the roof.

From the appearance of the sole remaining turret we can see that much brick and stone went into the building of the Castle, and we can read in addition the account in Longcroft's *Hundred of Bosmere* which describes the castle in

the early 17th century as being built 'all of brick and stone'. . . From the accounts, we can tell where the bricks and stone came from, in what weights, at what price, and by what means of transport.

In some respects Margaret was lucky both in her site and in her resources. The lands she owned could be made to yield a considerable amount of the materials she required for her new house, but some had to come from farther afield. Timber for the castle could be obtained locally both from her possessions on the mainland, and from her possessions in the Isle of Wight. Here she held the Manor of Binstead, which contained both wood and stone; the latter coming from the celebrated quarry at Quarr. Binstead stone, however, is not ideal; it can be used, certainly, for internal stonework, and for external work where there is not much danger of weathering, but for the ashlar facing of the outer walls, for the string courses, or where there were gutters or leads, something finer was required; and so here the stone had to come from Caen in Normandy – miles away it is true, but because it could come by sea, in cost of transport, and in ease of conveyance Caen stone was almost as 'near' to Warblington as that from the Isle of Wight.

Perhaps the most difficult and arduous work of all was connected with the carriage of lime and chalk rubble and blocks from Hambledon. Why Hambledon was chosen is a trifle obscure. The manor was the property of the Bishop of Winchester, in those days Richard Fox, who would certainly have been a friend of Margaret so long as she enjoyed Henry's favour as she did in 1519. Why she did not quarry chalk on her own lands, in Catherington, Chalton, or Clanfield is unknown. Perhaps the problem was not so much one of chalk digging as timber for firing the lime kilns. Certainly, much of the chalk dug in Hambledon for My Lady's castle was burnt for lime, and then carried by cart to Warblington, but a part of this chalk came in the form of blocks for use in the foundations where some can still be seen, or else to be used in the form of rubble together with all the scraps and pieces of stone broken off in dressing the ashlar to fill the gap between the inner and outer masonry or brick facings.

Because the accounts are not exhaustive it is not always entirely certain what is meant, but it would appear that Caen stone cost in Normandy between 3s. 4d. and 3s. 8d. (17p and 18p) a 'town' or ton.

Roof Lead from the Church?

After the provision of stone for the Castle, the next most important materials were brick, timber, and lead for the roof.

To deal with the latter commodity first – two sources of lead were tapped. The first was a local one and should be of interest to Hayling Islanders.

In August, 1519, the castle building accounts read: *For leads from the Churchwardens of Hayling, 3s. 9d. (18½p) hundred at 4s. 6d. (22½p) per hundred ... £4 3s. 3d. (£4.16).*

Now this may very well account for a slight curiosity in the roof of St Mary's Church, Hayling, which appears originally to have been both slightly lower and slightly flatter. A lead roof of the Middle Ages would have a much lower pitch than the present roof; it is not unlikely that the original roof was lead-covered timber, and that in the early 16th century the roof was raised slightly and rebuilt with a steeper pitch to be covered with slates. Such an arrangement would lighten the roof itself, and lessen the outward thrust on the walls.

Scrap sold

Having done this the next step was to sell the 'scrap' with My Lady of Salisbury (the castle's builder), as an obvious local buyer. To take the lead from Hayling to Warblington cost 8d. (3p).

The second delivery of lead came by sea to Portsmouth from London, and cost only £1 10s. 4d. (£1.52p), including the cost of transport. The weight given is six 'fother' (wagonload) and 18 'quarters' and the cost 4s. 4d. (22p) a fother. Bringing the lead from Portsmouth to Warblington, and the wages of the labourers who loaded and unloaded the boats, cost 6s. (30p).

The bricks which were used in Warblington Castle were apparently made on the site. The local 'brick-earth' soil would have been used, and the method, no doubt, was not dissimilar to that used in Noel Pycroft's former brickyard in North Hayling, which also made use of brick-earth.

One or two of the fields around the Castle are 'tumbled', and have slopes and

odd hollows. It has been suggested that those to the north of the castle may have been made as part of the entrenchments during the sieges of the Civil War period, but an equally feasible suggestion is that this is where the bricks for the castle were dug and made.

£20 for Bricks

During the course of the year, the expenses of making bricks on the site are given as just over £20. In November, 1519, 'four score (80) thousand bricks' worth £8 remained at Warblington. By a simple arithmetical calculation one can suggest that some 100,000 bricks were made, and 60,000 used in that one year.

Locally, there were three sources for timber; and My Lady and her men used them all. The first, and perhaps the most convenient, was at Binstead in the Isle of Wight. Where there must have been plenty of both timber and labour. Now, the Countess of Salisbury was Lord of the Manor of Binstead, so to cut the timber cost her no more than the labour of the workmen.

From Binstead, too, came most of the worked timber. In March, 1519, they were 'sawing-boards' at Binstead . . . '42 hundred foot (1,280 metres)'. For each hundred feet the labourers were paid 12d. (5p), but every 20 foot (6.1 metres) reckoned had to be 21 foot (6.4 metres) long in fact to allow for errors. In that first week of March, John Lawrence was employed for the whole of five days taking the timber from the wood yard to the saw pit, and being paid 14d. (6p) per day for himself and his team.

In April, a further 5,300 foot (1,615 metres) were sawn at Binstead, while in May, 48 tons were cut down, at 12d. (5p) per ton, and 7,300 foot (2,225 metres) were sawn.

In July, all this timber was carried to the sea by the Abbot of Quarr and others at 14d. (6p) per day. Then Robert Granges, the carpenter, made the timber into great rafts which were towed across to Warblington.

Other timber was cut in 'La Hyrst', which is Hurst Wood at Waterlooville. Since at least the 13th century, this wood, in the Forest of Bere, had belonged to the Lords of the Manor of Warblington. Here My Lady must have been careful only to fell mature timber, and to thin and replant, rather than to

clear, for the wood survived until recently.

Here it was Thomas Parkins and his servant who felled timber in March. Thomas was the master carpenter. He felled 43 tons at '12d. (5p) a ton'. Earlier, in February, 67 trees had been felled at 1d. (½p) each. Timber from the Hurst Wood began to come south in June, possibly transport was too difficult earlier in the year owing to the fact that the forest ways had not dried out. The carters, who included one William Foster, of Bedhampton, were paid 16d. (7p) per day.

The last source was also in Warblington Manor, and was called Brookwood. Now Brookwood as a place name has been entirely forgotten, but 19th-century estate maps give the names of the fields north of the Emsworth recreation ground and west of the Horndean Road as Brookwood; in all about five fields are so named.

Here the Countess apparently cleared new ground, cutting down Brookwood in the process.

Certainly, at the end of the year comes the entry *to mowing new meadow on the heath*, 2s. (10p).

Labour Shortage even in the 16th Century

What strikes us most today about the building of Warblington castle in 1518/19 is the relatively small number of men who were regularly employed on the work, but if we think seriously about the matter it becomes fairly easy to understand.

England in the reign of Henry VIII was still largely a land of peasant farmers, who cultivated a small acreage and grew most of their crops for their own consumption.

In such a society the number of men who had no land or who could be spared from the land was limited, and never exceeded a small fraction of the whole population.

In an agrarian society it simply is not possible to have at one's beck and call a vast body of 'hands' prepared to tackle any and every job which comes along. All building work is performed by a limited number of craftsmen, each of

whom might have his mate, but more often worked on his own. Thus in any one week of this year there would be fewer than 50 men working on the castle and in some weeks fewer than 20.

The names of the regular workmen make interesting reading. Surnames in a number of cases are the same and one must presume that the men all belonged to the same family.

There were employed at various times, one master mason, Richard Gelys, and nine other masons, all employed by 'the week', but rarely more than seven or eight worked on any one week.

Wages 3s. 8d. (18p) a week

In December 1518 the men employed were Richard Gelys, the master mason at a wage for the week of 3s. 8d. (18p), five other free masons at 3s. 4d (17p) and one, perhaps a journeyman, at 2s. 4d. (12p).

Occasionally the ordinary free masons were paid 3s. 2d. (16p) per week, and latterly the lowest paid man received 3s. (15p).

In addition to the free masons were the rough hewers and rough masons. They carried out the dual tasks of carving the stone out of the quarries in the Isle of Wight and at Hambledon, and breaking up the stones for rubble at Warblington.

Now the leader of this gang, which was sometimes employed 'per week' and at other times 'per day' was John Gelys, who was no doubt a relation and the choice of Richard the master mason.

These men were paid wages which varied from 2s. 6d. (12½p) to 3s. (15p) or from 5d. to 6d. (2 to 2½p) per day.

On the roof of the castle and its ancillary buildings were to be found the Tilers, putting up the blue stones some of which were later to be split by John Helyer.

A Family Matter

Here again one can see a trace of 'family' creeping in, with John Hamlet as the senior tiler, and Thomas Hamlet acting as one of the assistants.

We see them right at the beginning of the accounts in November 1518: *Tilers and their servants on brew house ... 3 at 6d. (2½p) per day for 6 days, 2 at 4d. (1½p) ... 13s (65p).*

This, however, is a rare entry, so perhaps there was little work being done on the roof as yet.

The sawyer was called John Wyse. Sometimes he worked alone, sometimes with a servant The 'sawyer and man' were paid 5s. (25p) per week, which most likely means that Wyse received 6d. (2½p) per day and the labourer 4d. (1½p).

The carpenters too seem to have been paid for the most part their 6d. (2½p) per day, with the master carpenter Thomas Parkins receiving 3s. 4d. (16½p) per week, and an occasional trainee getting 2s. 4d. (11½p).

The labourers were paid on the whole 4d. (1½p) per day, or 2s. (10p) per week, but sometimes they got 4s. 4d. (21½p).

Harry Long, who is met with a cart on occasions, and who appears to have been the charge-hand at the Hambledon Quarry, seems to have earned 1s. 2d. (6p) per day when he brought his cart to the quarry, and 5d. (2p) when he did not.

One other family who seem to have turned out to help build the castle were the Pitts. There were three of them in all. Robert was a carpenter, John a rough hewer, and Richard a labourer.

Lady of House

There is one entry which seems to indicated that sometimes My Lady would recruit men and send them to Warblington at her own expense.

Two masons. Will Hopkins and Will Thorn, were paid 2s. (10p) for journey money on coming to Warblington from London in September 1519.

One other craftsman who appears on only one occasion is Richard Willes, the plumber, who spent two days with his servant laying gutters around one of the chimneys.

Havant Borough History Booklets



Compiled by Ralph Cousins
ralph.cousins@btinternet.com
023 9248 4024

Printed by Park Design and Print

View all booklets, comment, and order on line at
www.hhbkt.com

Copies also on sale at the Spring Arts and Heritage Centre,
East Street, HAVANT, PO9 1BS. 023 9247 2700

Havant Borough History Booklets

- 1 A Brief History of Havant £5
- 2 A Brief History of Stockheath £3
- 3 A Brief History of the Railway in Havant £6
- 4 The Arrival of the Railway in Emsworth
- 5 A Collection of Articles on Hayling Island, Vol. 1 £6
- 6 A Short History of Emsworth and Warblington £6
- 7 The Bedhampton War Memorial £1.50
- 8 Belmont Park £2
- 9 Charles Lewis, Surveyor and Auctioneer in Nineteenth Century Havant 50p
- 10 The Edgar Borrow Foundation 50p
- 11 Havant Congregationalists in the Edwardian Era 1901–1914 £1
- 12 The Havant Dissenters' Cemetery £3
- 13 The Havant Memorial Cross £2
- 14 Havant United Reformed Church £3
- 15 Havant War Memorial Hospital and the Royal Doulton Nursery Rhyme Tiles £5
- 16 Brick Making on Hayling Island
- 17 History of Leigh Park and the Hamlet of Leigh £3
- 18 HMS *Havant* £2
- 19 Farms in the Leigh Park Area £3
- 20 Malting and Brewing in Havant £4
- 21 Wartime Memories of Hayling £5
- 22 The Great War of 1914 to 1918 £5
- 23 The Havant Bonfire Boys £2
- 24 The Havant Cemeteries at New lane and Eastern Road £6
- 25 The Hayling Bridge and Wadeway £6
- 26 The Hayling Island Branch Line £6
- 27 The Inns and Public Houses of Rowlands Castle, Durrants, Redhill, Finchdean, Forestside and Stansted £6
- 28 The Inns of Bedhampton £4
- 29 Havant's Inns, Posting Houses and Public Houses £6
- 30 The Public Houses and Inns of Waterlooville, Cowplain, Lovedean, Purbrook and Widley £6

- 31 The Rookery and Somerstown £1
- 32 The Spring Arts and Heritage Centre and Borough of Havant Timeline £6
- 33 Childhood Memories of Havant in the Second World War £6
- 34 The Public Houses and Hostelryes of Hayling Island £8
- 35 A Brief History of Emsworth and Warblington
- 36 Havant in the Second World War £5
- 37 Reaction, a First World War Poem £2
- 38 A History of the Post Office in Havant Area £6
- 39 Revd Thomas Loveder
- 40 The Making of Havant Volume 1 £5
- 41 The Making of Havant Volume 2 £5
- 42 The Making of Havant Volume 3 £5
- 43 The Making of Havant Volume 4 £5
- 44 The Making of Havant Volume 5 £5
- 45 The Development of Denvilles, Havant £8
- 46 The Havant Union Workhouse £5
- 47 A Collection of Articles on Hayling Island, Vol. 2 £6
- 48 The Forgotten Admirals of Leigh £5
- 49 A Collection of Articles on the Havant United Reformed Church £5
- 50 A Brief History of Bedhampton £6
- 51 Coach Traffic in Nineteenth Century Emsworth £1
- 52 The Postal History of Waterlooville £5
- 53 The Remarkable Mr Pink £3
- 54 Bedhampton and Havant and the Royal Navy £6
- 55 A History of Waterlooville Vol. 1 £6
- 56 A History of Waterlooville Vol. 2 £6
- 57 A History of Waterlooville Vol. 3 £6
- 58 A History of Waterlooville, Alan Reger £3
- 59 A Brief History of Havant, A. M. Brown
- 60 Origins of Portsmouth Corporation Bus Routes to Leigh Park £6
- 61 Origins of Southdown Motor Services Bus Routes to Leigh Park £6
- 62 Warblington, Its Castle and Its Church £4
- 63 Proposed Langstone Harbour Airbase £3
- 64 The Passing Scene – Waterloo to Portsmouth by Train £2
- 65 William Henry Stone. His History and Time at Leigh Park £6
- 66 A Langstone Miscellany £6

Park Community Enterprises

Park Community Enterprises is a not for profit company that has been setup by four senior members of staff at Park Community School to enable students to gain training, work experience and key employability skills. This has been achieved by the setting up of a number of small commercial businesses at which students take part in all of the stages of running a small business, the first of these is Park Design and Print. Park Design and Print have a range of modern digital printing equipment and are able to produce, to a commercial standard, a full range of printed and personalised promotional items.

023 9248 9840 PDP@pcs.hants.sch.uk

Printing: Business Stationery, Flyers, Brochures, Booklets, Postcards, Menus, Posters, Banners, Pop Up Displays, Pads, NCR Pads.

Personalised Items: Greetings Cards, Mugs, Moneyboxes, Keyrings, Badges, Fridge Magnets, Canvas Prints, T-Shirts.

Signage and Graphics: Internal and External Signage, Vehicle Graphics and Wraps, together with a full design service.



educating
and inspiring
young people

Established to give young people real life work experience

The pair were paid 10d. (4p) a day for the two; again it looks like 6d. (2½p) for the craftsman and 4d. (1½p) for the mate.

Sometimes My Lady was lucky and did not have to pay for the services she received, for this was still in some ways feudal England, and the tenants of the manor still had to perform certain services, however reluctantly. Such services could come in very handy. In June 1519 the timber felled in the Hyrst came to Warblington in 'cartes of gift'.

M'lady Lost her Head – and the Crown gained her Castle

So far in this study of the accounts of the building at Warblington we have considered the materials and the men. Equally interesting are the incidental entries, the asides as it were of the mainstream reporting. From these we can gain a much better insight into the background of the work.

Thus in December 14 horse 'chown' cost 12d. (5p), a quarter by volume of tile pins for the roof cost 2s. 8d. (13p), a quarter of nails 3d. (1p), and four dozen crest tiles 6s. (30p).

The names of craftsmen or merchants creep in. In February John Sterlyngson of Chichester supplied ironwork for various purposes.

Iron for the hinges for the parlour door cost 4s. for 20 lb (20p for 9 kg), a lock for the same door cost 2s. 4d. (11½p), and two nails for the parlour door 16d. (6½p).

For *carrying the bell from Reading to Warblington* 4d. (1½p) was required . . . it must have been a very small bell.

Rope Walk

In March, William Foster of Bedhampton, who also figures on occasions as a carter bringing the timber from Hurst Wood to Warblington, sold the estate *one load of vetches for the cart horses*. Presumably the rations of oats and hay were running low.

In April comes the first intimation that in those days there existed in Emsworth a rope walk.

Although it is well known that such an industry existed in the 18th and early 19th centuries, this may be the earliest reference to one.

The rope-maker or merchant was Richard Ham, and he supplied six halters for cart-horses at 1d. (½p) each, and various other lengths of rope.

Other local merchants or craftsmen were John Whyler of Langstone, who made a pair of wheels for the sand-cart for 3s. (15p); Robert Byrd of Havant, who sold 3s. (15p) worth of nails, John Tomkynson who provided ironwork for the bay-window in the tower, and Henry Erylswan of Newport who provided 3½ 'cays' of Normandy glass at 17s. (85p) the cay, or £2 19s. 6d. (£2.97½p) in all.

Beer Launching

In July two grind-stones were bought for the masons to sharpen their tools on at a cost of 3s. 4d. (16½p) each. And in the same month when rafts of timber were brought from the Isle of Wight to Warblington, the six labourers who built them under the direction of Robert Granges, the carpenter, had a barrel of beer between them at a cost of 2s. (10p).

At the end of September came Havant Fair, when Bernard Holden, or his immediate underlings, made a number of miscellaneous purchases.

Two dozen horse shoes with nails for them	2s. (10p)
Five cart clouts	15d. (6p)
Half horse hide of white leather	10d. (4p)
One oil canvas for horse collar	4d. (1½)
Whipcord for carpenter	2d. (1p)

Earlier the same week two 'lyme rothyrs' or sieves had cost 3d. (1p) each.

To pay for all the foregoing Bernard Holden received:

Total receipts from My Lady's Building at Warblington:

From 21st November 1518	£55 6s. 6½d.
Later	£150 0s. 0d.
From sale of lops (from trees for firewood)	£10 18s. 8d.
Total	£216 5s. 2½d.

His outgoing expenses were somewhat larger:

Total building expenses (that is all the accounts)	£398 9s. 4d.
Carting and mending at sea-side	£1 11s. 8d.
Casting Great Pond	£27 8s. 8d.
Expenses of making bricks	£20 0s. 4d.
Miscellaneous (specified in accounts)	£3 13s. 2d.
Making and laying shingles for new stable and brew house	£19 9s. 11d.
Total	£470 11s. 11d.

Even allowing for the fact that there remained in stock on the Castle site materials worth about £70, it would appear that Bernard Holden was owed about £130.

Executed

Unfortunately we know no more about the building of the castle. This single list of accounts for the one year is apparently all that has survived, and that it survived at all is more likely due to accident than design.

Presumably when on Margaret's execution her lands came into the hands of the Crown the accounts came to Westminster with other estate papers. Then, when the lands were re-granted to the FitzWilliam, Earl of Southampton, this paper was mislaid in the Exchequer. By chance it survived the hazards of damp, mice, and the tidying of clerks down the ages and exists in the Public Record Office today to give us this brief glimpse into the past.

Edward VIII at Warblington Castle - 11/12 December 1936

Ralph Cousins

After Edward VIII abdicated on 11 December 1936 he travelled from his home at Fort Belvedere in Windsor Park to Portsmouth Dockyard where he boarded HMS *Fury*, which departed at 2 a.m. on 12 December for France.

It was said locally that he had spent his last hours in England at Warblington

Castle; the home at that time the home of Admiral Sir Dudley North. As there was no official record of this one wonders if it was true.

However, while researching Sir Dudley's naval record, Steve Jones unearthed details of a former relationship that makes this to have been highly likely.

After the First World War Sir Dudley took part in the overseas tours of the Duke of Windsor, then Prince of Wales, in the battle cruisers *Renown* and *Repulse*, first as naval aide-de-camp and later as extra equerry.

In 1925 he was again extra equerry to the Duke of Windsor on his tour in the *Repulse* to West and South Africa and South America.

We can, I think safely assume that they formed a close relationship during these times and therefore Sir Dudley's home and company would have been a perfect situation where to rest for a few hours.

On passing along East Street he would have passed the new Post Office, which, unknowingly, bore his cipher.

The Hermit of the Ford of the Ems

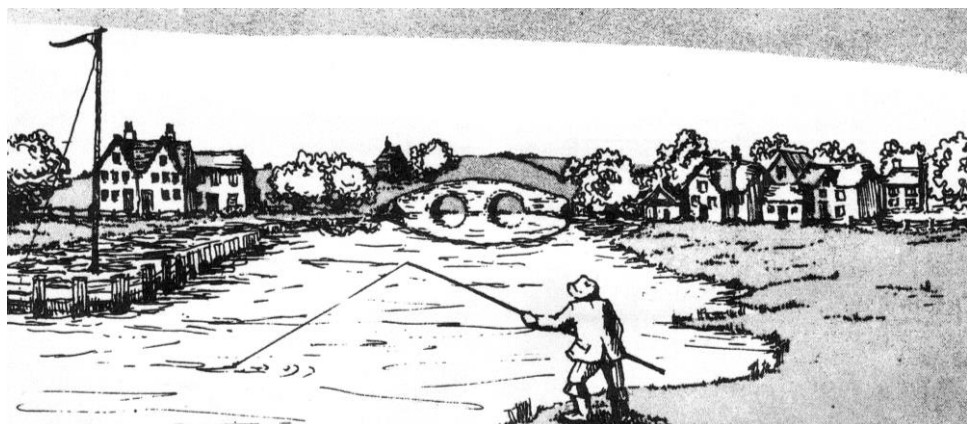
The Sussex bank of the River Ems opposite to the Dolphin at the foot of Queen Street Emsworth is called the Hermitage, a name now also given to the bridge at this point. No-one knows how long this name has been in use, but it is at least as old as the reign of Henry VIII.

In the Patent Rolls of the Crown of England for 1251 there is mention of a hospital dedicated to St Mary Magdalene at 'Hemelesworth in Borne', a spot which probably coincides with that today called the Hermitage. It is not known what work the brothers of the hospital were charged with, but the dedication is one usually given to leper hospitals and a leper was in fact murdered at Prinsted in the 14th century.

It is just possible that one of the tasks of the Master and Brethren was to care for the ford across the river as well as caring for the travellers who used it. The one hermit of which there is record was a certain Simon Cotes. In his will made in April 1527 he claimed to be 'an Ermyt' and he may well have been the last of a line although he does not say so. What he does say is that he owned land by the river on the Sussex bank of the Ems and that this was land

he had inherited and not bought. He also says that on this land he had built a chapel of sorts where travellers could rest and give thanks for safety on their journey. Such semi-official chapels were quite common in the Middle Ages; in the 15th century one such existed on the bridge over the Hermitage stream which is crossed by West Street Havant just to the east of the level crossing.

In the map of Prinsted Manor, which dates from 1640 and is reprinted in the Revd J. H. Mee's *Bourne in the Past*, (1913), 'Chapel Croft' is clearly marked; it includes all the land between the Upper Mill Pond of the Slipper Mill north of the bridge and the road to Chichester, in all an area of some eight acres



Sketch of Hermitage in 1801. The second of a series of bridges built to ford the tidal river.

Prior to building these bridges access to and exit from Emsworth was governed, by the possibilities of fording two tidal rivers, the Westbrook (at Bridgefoot) and the Bourne (or Ems) at Hermitage. If the tide was kind you wouldn't get wet feet. The original ford and the first bridge were built somewhat further north than the bridge in the sketch which is on the site of the existing bridge, so that to cross the river from west to east one had to go north along Mud Island over the ford or later Simon Cotes' bridge and south along the Lumley path to the bottom of Lumley Hill.

In addition to the chapel, which he had dedicated to St Anthony, Simon claimed that he had built 'breggys and hyways' across the water. He left all of his small estate in trust to the Lord of the Manor, at that time the Earl of

Arundel, hoping that the Earl would always see that there was someone to follow him, that the land would be used to provide a home and revenue for the future hermits and that these would not only maintain the roadways, but also pray for the soul of the Earl and all other 'Chrysten souls'.

Somehow in the flurry of the Reformation this modest bequest was forgotten, or perhaps Simon's heirs questioned the sanity of the hermit and had the will set aside. Certainly by the reign of Phillip and Mary I (Tudor) all the old arrangements for looking after roads and bridges throughout the country had been so badly upset by the ending of all religious trusts that an Act of Parliament was passed putting the care of the upkeep of the roads on the various parishes through which they passed and the upkeep of bridges on to the various counties.

The Cotton Family and the Civil War

For almost two centuries – from the reign of Edward VI until that of George II – the Manor of Warblington was owned by the Cotton family who originally came from Shropshire. The founder of the family was John. His six sons all became 'Yeomen of the Body' in the household of Henry VIII; of these George was the ancestor of the Viscounts Combermere whilst Richard became the first of the Cottons of Warblington.

George and Richard were appointed to the household of Henry Fitzroy, Duke of Richmond, Henry's illegitimate son. When the Duke died in 1536 Richard Cotton was made Steward of the Manor of Bedhampton, and shortly after became its owner. During the reign of Edward VI he was a member of the Privy Council, Comptroller of the Royal Household and by 1552 Lord of the Manor of Warblington. In that year he entertained his young master on his new estate. The latter had there *good cheer and good hunting in the park* as he told his friend Barnaby Fitzpatrick.

When Edward died Sir Richard stood by the lawful Queen Mary Tudor, although writing to her on behalf of Lady Jane Grey. In later life he acquired additional lands in Cheshire and represented that county in the Parliaments of Mary's reign, but he considered Warblington Castle to be his family seat and when he died in 1556 he was buried in Warblington Church.

Of his sons the two most important were George his heir, and Henry the youngest, who had Queen Elizabeth as his godmother. Henry became Rector of Havant when all but in his teens, was made Bishop of Salisbury in 1598, and died in 1615 a pillar of the Church of England.

Sir George, on the other hand, was a Catholic and proud of his faith; he is supposed to have entertained Elizabeth at Warblington Castle in 1586. To be a Catholic at this time was an expensive business for the fines for Recusancy were in the region of £20 a month, although earlier they had been only 1s. (5p) per week. Sir George Cotton first appeared on the recusancy returns in 1577; in 1578 he was sent to the Fleet Prison in order that the Warden might try to make him change his mind. For over 20 years he paid his fines at the rate of £280 a year, and he was the only Hampshire Catholic who managed to pay the money regularly and not be completely ruined in the process. He lost the Cheshire lands it is true, but it was a measure of his wealth that he kept Warblington and Bedhampton.

He died in 1609 at Warblington and was buried in an unknown grave at night as the Rector would not allow him to be buried in the churchyard. It is an irony that George Cotton had nominally presented this Rector to his living. At this time Warblington Castle was known to the Catholics as 'The Common Refuge' and in 1609 a Jesuit named Thomas Singleton is said to have lived there as tutor to Sir George's grandchildren.

George's son Richard was also a Catholic. Richard's son was another George and his son another Richard. This Richard, the third, married Elizabeth Lumley, daughter of the Honorable John Lumley of Stansted. Richard died in 1695 and is buried in the chancel of Warblington church beneath a stone whose inscription can still be read. His son and heir, William, lived at Watergate in Sussex, and when he died unmarried in 1736 the direct line of Sir Richard Cotton, Knight and Privy Councillor, came to an end.

In the Civil War the Cottons supported the Crown against the Parliament and in the absence of her husband Lady Elizabeth Cotton put the Castle into a state of defence; however she could do little with her few personal servants to hold the place when 'idle Dick' Norton, Member of Parliament and Colonel of Cavalry, came with his own troop from Southwick to seize it in 1643.

In the Autumn of the same year Arundel Castle was besieged by Parliament and the Royalists under Norton advanced to its relief from Winchester, passing through Petersfield and Havant. Norton's horses were routed in a skirmish at Havant crossroads, but the castle was well defended, and although it was taken in the end, the advance was stopped. Arundel fell and when the Royalists retreated Warblington Castle was abandoned to be 'sighted' by Parliament in the Summer of 1644.

John Manser's Emsworth

In the reign of Queen Elizabeth I, and the time of Sir George Cotton, Emsworth was certainly less important than it had been in the 14th century, and whilst South Street and the Square were no doubt occupied by houses King Street, Queen Street and Tower Street were apparently still open ground.

At Warblington the castle, with its outhouses, barns and stables, with the church and the rectory stood in the midst of a 250 acre (101 hectare) park. There was a small settlement around the green at the junction of Southleigh Road and the line of the old main road. In the centre of this green was a pond, and this corner is still known locally as Green Pond for this reason. Warblington Farm was already 'enclosed' as was East Leigh (now Southleigh) Farm.

The small huddle of houses at the edge of the common at the north end of Southleigh Road was officially called 'Leigh Tithing'. Another small cluster of houses formed the tithing of Newtimber and Manor of Wade. The common was still very large.

To the east of the park and the enclosed fields of Warblington Farm were the open Common Fields of Emsworth; Highland Field lay to the north of the road, the Sea Field to the south.

The only population figures available for the 16th century come from the Militia reckoning of 1574, when Bosmere Hundred (Emsworth and Warblington) could produce but 45 able-bodied men to Havant Town's 141 and Hayling Island's 47. The Hundred of Portsdown, which included the parishes of Bedhampton, Farlington, Widley, Wymering Portchester,

Southwick and Boarhunt could field a mere 195, not many for the size of the area.

From these figures it is likely that the number of heads of families in Warblington and Emsworth at that time was no more than 50 to 60.

More accurate figures are available for the reign of Charles II when Parliament granted the Crown the right to a hearth tax of 1s. (5p) per hearth twice a year to be paid by every householder who paid the poor rate or who was not otherwise excused. (See Appendix No. 1.)

A complete list exists for the whole of the county for the period 1664/65 and this shows that in Emsworth the tax was paid on 31 households with another 21 households excused. In Warblington there were 21 taxable houses and 11 excused, and in Newtimber there were four taxed and three excused, giving a total for the whole parish of 56 houses taxed and 35 excused; with an average of four persons per household there must have been a population of some 400 souls. This is probably twice as many as had lived there in the reign of Elizabeth some hundred years before.

Comparing the numbers of hearths per dwelling it would appear that the Emsworth houses were smaller than those found elsewhere in the Portsdown region or even in Warblington, which suggests that the town was poor. Of the 31 houses paying tax 18 had two hearths, six had one, six had three and only one had four, although out of 87 paying houses in Havant 68 had three or more hearths.

One inhabitant of Emsworth at this time was John Manser, a fisherman. We know something about him as a copy of his will and a list of his possessions have survived. This list was made by his son, also John Manser, Richard Hedger and John Salter on the day he died 21 May 1673. It reads:

Imprimis [firstly] His apparell and the money in his purse	£2 0s. 0d.
In the hall, the brass and pewter together with the cupboard, chairs and stool	£2 0s. 0d.
In his chamber over the hall, one feather bed, one joyned bedstead, one rugg, two blanketts, one paire of sheetes, matt, three chests, one box, a little table	£3 0s. 0d.

In the room next to the hall a small table, forms and a little bell	10s 0d.
In the kitchen three covers, three firkins, two bowles, a pair of irons, one cottcell and other lumber.	£1 13s. 4d.
Total	£8 13s. 4d.

At this time a labourer earned about 3 to 4s. (15 to 20p) per week working from dawn to dusk on six days so this sum of £8 13s 4d (£8.67) represents about one year's wages in value. John Manser also owned his house with its close of land and outbuildings. One could call him wealthy in a fashion for his day.

Thomas Hendy's Emsworth

In the 150 years or so following the Hearth Tax return of 1664/5, a time when the population of the country as a whole almost doubled, the figures for households in Emsworth and Warblington went up from 52 and 40 to 284 and 61; this means that whereas the population of Warblington increased by 50 per cent, that of Emsworth went up five and a half times.

The reason for this growth is shown in Daniel Defoe's *A Tour Through the Whole Island of Great Britain*, which was written in about 1724 and describes the state of England in the early 18th century. In it Defoe records how:

Some money'd men of Chichester, Emsworth, and other places adjacent, have joined their stocks together, built large granaries near the Crook, where the vessels come up, and here they buy and lay up all the corn which the country on that side can spare; and having good mills in the neighbourhood, they grind and dress the corn and send it to London in the meal about by Long Sea, as they call it[...]

From the first years of the 18th century the London market had grown so large that the Home Counties could not cope with the demand for food, and the Fareham-Selsey brickearth plain had four great natural advantages in the bid to meet this market. It had a relatively sparse population, extremely fertile soil, good water communications and a great capacity for the development of water mills, and thus while in the 16th-century agriculture in south-east Hampshire had meant sheep, with the associated industries of

wool, cloth and leather, by the 17th century corn growing had become more important and by the 18th century sheep were on the whole subsidiary to the production of grain and were kept more for their dung than their fleeces.

One of those who took advantage of this was Thomas Hendy the Miller, who gave his name to Hendy's Quay and is mentioned more fully hereafter.

During much of the 18th century Emsworth was the chief port in Chichester Harbour. This was because although Chichester was a larger place a cathedral city and relatively rich, it had the disadvantage that the Lavant was so shallow and the eastern arm of the harbour so silted that sea-going ships could not go nearer to the town than Itchenor or Dell Quay.

At that time much of the middle of Emsworth appeared as it does today. It included Queen Street, which up to the 1840s was Dolphin Hill most of the houses in King Street, anciently Sware Lane, and Tower Street. Before 1700 most of the houses were of timber construction similar to those pulled down in South Street a number of years ago, but the new houses, with the exception of The Hut in King Street, were all of brick and they have lasted extremely well.

Records show that in 1755 there were no fewer than 15 persons in Emsworth who called themselves master mariners and they were in all probability masters of coasters, brigs and small ships ranging from 50 to 200 tons. Many of the vessels were built in Emsworth and the firm of Norris and King was already well established with its yard in King Street. There were also a number of mere mariners and a dozen fishermen.

A number of inns were established and named. The oldest mentioned is the Black Dog which first made its appearance on a list of copyhold tenants of the Manor of Warblington in 1724. By 1755 came the Ship and the Three Crowns, which was the Crown by the end of the century. By this time, too, there were a number of large enclosed farms held by tenants and lease. They were Warblington Farm, Castle Farm, Emsworth (or Coldharbour) Farm and Mayze Coppice Farm. Bourne Bridge (now Hampshire) Farm and Eastleigh (now Southleigh) Farm were still copyhold, paying quit rents of £4 13s. (44.65) and 8s. (40p) respectively.

In addition there were a number of Yeoman holdings, such as 'Quaintance' (later Quinton House in New Brighton Road), where six acres (2.5 hectares) of land paid 6s. (30p) and Long Coppice, where two holdings paid 5s. (25p).

There were two common open fields, both very small with only a few hundred acres in each; there the 'yeomen' of the Parish, some 30 to 40 in number, held anything from an acre or so up to 20 acres (8 hectares). Lastly came the great common, some 700 acres (283 hectares) in area, surrounded by a hedge, entered only through gates, and across which no real road was allowed to be made.

The Cosham to Chichester Turnpike

After the departure of the Romans little was done to maintain the highways they had built; even though by the time of Mary Tudor each parish was supposed to keep its thoroughfares in a state of repair the so-called surveyors of highways seldom had sufficient knowledge and never sufficient resources to do all that they should and men whose lives centred entirely on their own little village would grudge any money spent for the benefit of strangers passing through.

Warblington in the 18th century was comparatively lucky however. Not only did it have a large population and therefore a high yield on a penny ($\frac{1}{2}$ p) rate, but it was also allowed by custom to take as many free cartloads of gravel from the pit on the common as were required to fill the worst holes in the road. When the main coast road was cited in the Hampshire Quarter Sessions in 1751 as being 'ruinous and impassable' the much poorer parish of Bedhampton was the culprit; even so between Emsworth and Havant this major highway was far from being an impressive sight. It consisted of a single-track rutted lane with passing places or sidings large enough to contain one or more waggons spaced about a furlong (201 metres) apart. If two carts met head on in the road it was the custom for drivers to fight it out with their fists or whips to decide who should back down, but there was so little traffic that fights must have been few.

Before 1760 the only regular traffic between Portsmouth and Chichester was the stage wagon which carried both goods and passengers at an average speed of 1 to 2mph (1.6 to 3.2kmph) taking all day to do the 18 mile (29 km)

journey. Weather and the road permitting two journeys were made each way every week. Heavy goods went by water and there were landing places and hards everywhere. The hard at Warblington was at the end of Pook Lane and remains of it can still be seen.

It was in the 18th century that man devised new ways of building roads and then a new method to pay for them. This was the Turnpike Trust, a public body which raised a loan to rebuild a road and guaranteed interest payments from tolls. These were also expected to pay off the loan, keep the road in a state of repair, and pay for the administration of the Trust itself; there was seldom sufficient income to meet all purposes and with the coming of the railways the Trusts fell into debt.

The Cosham to Chichester turnpike came into being in 1762 and toll gates were set up at Cosham, Bedhampton, Nutbourne, Fishbourne and Chichester where the toll house still exists. The tolls varied from 1s. (5p) for a coach with six horses to 3d. (1p) for a one-horse carriage. The toll for a waggon with four horses was 1s. (5p) and for a single horse and cart 3d. (1p) a horse and rider paid 1½d. (½p) and cattle were charged at 10d. (4p) the score (20); sheep, hogs and lesser animals paid half this price.

Other Acts followed in 1783, 1806 and 1827. The Trust was eventually wound up in 1867 having paid no interest for many years and with the debt remaining almost as large as when the road was built.

By the 1827 Act when roads still paid their way the toll for a horse and rider was set at 1d. (½p). Coaches paid 2s. (10p) or less depending on the number of horses and the toll for a waggon depended on the number of horses in draught and the width of the wheels. The wider they were the lower was the toll; the idea was that wide wheels ironed out ruts, narrow wheels made them.

The Trust improved the state of the road so much that at the time of the Napoleonic Wars the journey from Portsmouth to Chichester took from two to three hours by coach and under two hours by post chaise. By 1821 four coaches were making the return journey through Emsworth every week day; two ran on Sunday.

The Independent ran from Portsmouth to London by way of Emsworth and Chichester, calling at Emsworth on its way to town at 7.45 a.m. and again on the return journey in the late afternoon. The Defiance, the Portsmouth and Brighton Stage, called at Emsworth at 9.15 a.m. on its way to Brighton and at 4.45 p.m. when returning to Portsmouth.

The Portsmouth and Chichester Post passed through on its way to Portsmouth at 8.45 a.m. and on its return to Chichester at 5.45 p.m. while the Brighton and Southampton Coach called eastbound at 11.45 a.m. and westbound at 2.15 p.m. These two did not run on Sundays

The main coaching inn at the time was the Black Dog although the Crown and the Dolphin were both important and the Crown was considered the most genteel of the three.

There may not have been much traffic on this forerunner of the A27, but there were other dangers in those days in the form of the highwayman or footpad, the most notorious of whom was Jack Pitt, the gunman.

Jack lived at Lordington where he was a woodman and carpenter of a kind. He was relatively honest until he married a certain Ann White who found that his income was not sufficient to keep her in the style to which she aspired. To satisfy her he turned footpad some time in 1807 and during the summer of that year there were a number of robberies on the roads hereabouts. The criminal was always armed and he always told his victim to put his money in a hat by the roadside.

One man who did not part with his money was a 28-year-old Mr Chatfield. who was riding from Havant to Emsworth in October 1807 when he was held up opposite Bearblock's Dell. This was on the north of the main road near the junction with Nore Farm Avenue and here there used to stand a rather disreputable inn, the haunt of smugglers and other questionable characters. Jack Pitt called on Mr Chatfield to hand over his money, but that gentleman put his spurs to his horse and rode on. He was fired on and wounded, but later made a complete recovery.

Edward Bearblock was Rector of Warblington from 1579 to 1619, but how the Dell came to bear his name no-one knows.

Pitt eventually moved to Portsmouth where he was recognized by a hawker whom he had robbed at Harting Down and he gave himself away when the hawker said he recognized a certain hat and he replied: *He lies, he lies, it was the other one.* He was tried at the Assizes at Winchester in 1808 and hanged on Southsea Common as a warning to others.

The Parson, the Farmer and the Shipwright

Two families who became intimately connected with Emsworth and Warblington and whose names are commemorated in several ways were the Norrises and the Kings who both appeared first in the parish in the second half of the 18th century.

The Rev. William Norris was presented to the living of Warblington by his mother, Mrs Anne Norris, in 1789. Until 1764 the right to nominate the Rector was owned by the Lord of the Manor, but in this year it was sold. In 1786 it came into the possession of Mrs Norris and she left the advowson (right to nominate the Rector) to her son.

Before this date Rectors had not only been pluralists but also absentees and the previous incumbent the Rev. Samuel Torrent who had been perpetual curate at Edgware hardly ever visited Warblington. The curate at Havant came to take the minimum number of services and for the rest of the time the church was locked and fell into decay. This state of affairs immediately changed for the better when Mr Norris took over. He was a pluralist too but he spent much of his time in Warblington and he it was who wrote about the church and the yew in the *Gentlemen's Magazine* and supplied, though incorrectly, the missing dedication.

His son, also the Rev. William Norris, became curate and resident clergyman and spent almost the whole of his life in Warblington Rectory. He succeeded his father as Rector in 1827 and held the office for 51 years, acting the part of 'Squarson', since the Lord of the Manor was a legal entity in a London lawyer's office only; he appears to have been a benevolent if dictatorial father-figure. He was succeeded by his nephew, the Rev. William Burrell Norris, who finally retired in 1928, and thus three generations of the same family between them served the parish for almost 140 years.

Joseph King the elder came to Warblington from Titchfield in 1755. He bought a plot of land at Green Pond from the Lord of the Manor for £10 and he built a house there which is probably the pair of cottages still standing. By 1769 he had leased the Castle Farm at a yearly rent of £155 and lived at the farm house; when he died in 1773 he left his land at Warblington to his elder son, also Joseph, instructing him to care for his brothers and sisters and mother, Elizabeth.

Joseph the Younger died in 1788 when his children William, Ann and Elizabeth were still minors; his widow Mary took over the farm, while the family lands at Titchfield, Warsash and Swanwick were given to trustees.

Mary ran the farm for quite some time; shortly after inheriting the lease she found herself in dispute with the new Rector. The great attraction of Warblington Castle Farm was that it was tithe (tax paid to support the church) free because it had at one time been a park. Instead of paying the Rector about £60 or £70 per annum on the 250 or so acres (101 hectares) the farmer paid a 'modus' of £1 a year.

The Rev. William Norris objected to this when he first came to the parish and tried to claim the full value of the tithe; he even wrote to William Pitt the Prime Minister in an attempt to obtain what he felt to be his due, but he stood no chance. Earlier Rectors had accepted the modus and Mrs King had kept the receipts. On the advice of his lawyers William Norris dropped the case.

John King the shipwright who gave his name to King Street, Emsworth, appears to have been the son of the first Joseph. He came to Emsworth in the middle of the 1780s and in partnership with Mr Norris a nephew of the Rector he set up his shipyard in what was then called Sware Lane. According to legend he built his house called The Hut in King Street 'in the length of a long Summer's day' in 1795. He first of all built the chimney stacks and then assembled the wooden sections which had been prefabricated in the shipyard; the building still stands today as a tribute to the skill of its designer.

In his yard there were two slipways on which were built coastal trading ships of from 50 to 250 tons, the larger ones being towed out into the

channel to be fitted out.



John King's The Hut at No. 9 King Street

Much of the work done by John King and his men during the Napoleonic Wars was 'ash turning' – the making of capstan bars, oars, boathooks and similar small articles where toughness was required, and because he believed in the maxim 'waste not, want not' many of the spoilt bars can still be seen in the buildings of what was for many years a local builder's yard.

During the war the Press Gang came to take John King's men for the Navy, but he held the gate of his yard against them while one of his men rode to Portsmouth to get a 'safe conduct' from the Commander-in-Chief. He returned in time and the Press Gang went away without their prey. John King the younger followed his father, and one of his daughters, Mrs Jewell, lived in Emsworth until her death in the 1920s. She wrote down her memories of life in her grandfather's day and these were supplemented by those of her own daughters to span a period of life in Emsworth for 150 years.

Emsworth Square in the Early 19th Century

Pigot's Directory of 1821 describes Emsworth as *a respectable little market-town [...] one mile and a half from Havant, on the road to Chichester* and says that its inhabitants lived by building ships and boats, by rope and sail making, by trade in timber and by fishery.

A fair was held on 18 July, eleven days earlier than the feast of St Thomas a Becket because of the eleven days lost when the calendar was changed in 1752. There was no mention of a market as such, but the fair was held in the Square, very much the centre of all activity in the town.

Here in the Middle Ages had come men from Spain and Flanders to buy the wool crop of Nicholas Devenish, Mayor of Winchester and Lord of Emsworth Manor, and to sell wine and iron, but this international trading had ceased with the creation of the Wool Staple by Edward III and the decline in the population caused by the Black Death; by the reign of George IV, circa 1825, all that was sold came under the heading of toys and pedlary, that is laces, ribbons, trinkets of all kinds, combs, buttons, bows and all the small wares that the pedlar might carry on his back from one place to another.

The only other commodity was gingerbread, at this time a great Hampshire delicacy and immensely popular. It was moulded into elaborate shapes and the raised surfaces were gilded and the whole effect was so similar, though on a smaller scale, to the carving on the sterns of His Majesty's vessels of war that this came to be known as gingerbread as well.

To this fair came all the local mountebanks (swindlers or sellers of patent medicines), fat women, thin men, leaders of dancing bears, owners of Punch and Judy shows and the like. The one sideshow which lingered longest in Emsworth's memory appears to have been the skeleton of a whale through which one could walk from mouth to tail.

Houses and shops clustered round the Square much as they do today and here was the grocer's shop of John Stride who appears to have followed his father in the trade. This father had been a man of considerable standing and left his name stamped indelibly in the town on the edges of the so-called Emsworth halfpennies. These were tokens which were issued to supplement the shortage of small change at the time of the French Revolutionary Wars. Gold was being sent to Europe to stiffen the resistance to Napoleon, silver and copper were in short supply and ordinary people did not understand paper money which in any case was in too large denominations for ordinary buying and selling.

Starting in 1793 John Stride issued a series of seven token coins all of which bore his name on the unmilled edge and the name Emsworth somewhere. Two show the head of Admiral Lord Howe, one to celebrate the battle of the glorious First of June 1794 and the second in 1797 to commemorate the ending of the Naval mutinies.

In the centre of the Square were to be found the usual parish possessions, including the stocks, the pillory and the whipping post, put there because the church at Warblington was too far away and off the beaten track for the sight of a culprit in occupation to provide the necessary warning for some and amusement and target-practice for others. The last person to use the Emsworth stocks was apparently one John Harris, a shoe maker, who sat there with a hangover for six hours one scorching June day in 1830, having taken a drop too much the night before.

Down South Street and near enough to make Mr Harris' mouth water was the brewery of William Hipkin. He was a corn and coal merchant and a business man who called his tavern the Coal Exchange, a name which still survives.

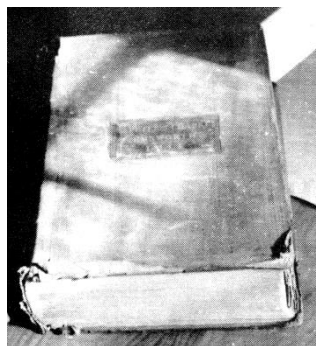


Sketch of Emsworth Square showing St Peter's Chapel circa 1800 and a photograph of the front of the building as it was in the 1960s with the original clock and bell (cast locally in 1790).

Of all the buildings in the Square perhaps the most impressive was St Peter's Chapel, built in 1789 by the people of Emsworth themselves because the Rector and the Bishop would not agree to a separate church in this part of the parish of Warblington. They had clubbed together and bought the site of what had been a shipyard and the chapel they built still survives.

The original building was built by a company of proprietary shareholders at a cost of about £1,370 – the original clock tower was dismantled in 1928 as unsafe and the front of the building extended to form the foyer of a cinema around this time – the existing front designed by T. K. Makins, FRIBA to reproduce to some extent the original facade was commissioned by the late Mr Wm. C. Reeves who also traced the original clock which was repaired locally and still contains most of the old working parts and needless to say keeps perfect time.

It became in turn pigsty, town hall and cinema and was later used as offices and store by Messrs Reeves of Emsworth, builders' merchants. The present clock is the one originally belonging to the chapel, but the modern forebuilding did not then exist and the chapel face and its bellcote stood further back from the road.



The original bible purchased for the Chapel in 1815 which together with a prayer book inscribed with a similar date and a further prayer book no doubt the original used in the Chapel when opened (printed in 1766) has been to the Emsworth Church by Mrs Gladys M. Reeves.

The chapel was in shape rather like a coffin with galleries on three sides and a simple communion table at the east end flanked by lectern desks for the reader and clerk and a pulpit with a fat red cushion. All the seats in the chapel were paid for and so the poor, if they wished to go to church, still had to trudge out to Warblington. The chaplain's stipend was paid for in part by pew rents and in part by voluntary contributions.

The chapel's most impressive minister was the Rev. Dr Daniel Davies, who lived at Wharf House and considered himself to be a very superior person. He was Chaplain to the Earl of Mansfield and also Rector of Holyhead and his wife had noble connections; their progress to chapel on a Sunday with two

servants behind them carrying their service books was recorded as one of the more impressive sights of the Square.

Just behind St Peter's in a new road built in the 1780s and called Nile Street since the time of the battle, was the new Congregational Chapel built by Olivia Holloway in 1808 to replace the old chapel which had apparently been in the forecourt of Saffron House. Olivia used to preach there herself, dressed all in white. In 1816 she left for Stratford-on-Avon and in 1823 she presented the chapel to the congregation.

The Mills of Emsworth and Warblington

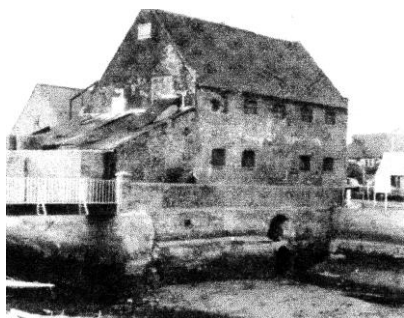
According to Domesday Book there were in 1086 a mill at Newtimber on the Lymbourne and another at Warblington probably on the stream which still flows to the east of the castle; during the Middle Ages a second mill this time wind powered was built in Newtimber and another water mill came into being on the river at Emsworth. The Warblington mill was still in use in the reign of Henry VII according to a survey of the Manor of Warblington taken at that time, but in 1817 Butler's *Hundred of Bosmere* records that the site had been abandoned although the mill had existed within living memory. The water mill at Emsworth certainly existed in 1724 when Defoe refers to *two mills under one roof*, and by 1741 Emsworth Mill, the Lord's Mill, was leased by Richard Andrew for £50 per annum. This mill was the ancestor of the present mill at the foot of Queen Street.

By 1821 there were three mills in Emsworth, two more on the Sussex side of the Ems, two new mills in Warblington parish at Langstone and all were very busy now that Emsworth was the centre of an important flour-milling industry. By the time of the Napoleonic Wars flour from Emsworth went not only to London but also to Portsmouth where it helped to feed the Navy as well as the town. Miller of the Lord's Mill in Queen Street after 1760 was Thomas Hendy whose name is recorded in Hendy's Quay at the foot of King Street. He was born in 1702, lived in Emsworth for 80 years and was one of the men responsible for the great increase in the corn trade of the town.

The Quay or Tidal Mill was built some time after 1760 and was a remarkably successful project. Originally it had four sets of stones, but just before the First World War two pairs were taken out and an auxiliary engine put in to

enable the mill to work all the time and not just when the tide was ebbing. It continued to grind corn and provender until just before the Second World War.

Motive power for the third mill, in King Street, was provided by a steam engine, one of the first, in this part of Hampshire. John King the shipbuilder who installed it, first called himself a 'steam miller' in 1812, When the steam engine was not driving the flour mill it was used to saw timber in the shipyard. How much sawdust found its way into the flour has not been recorded!



The Quay at the bottom of South Street showing the tidal race. *By kind permission of Dittman and Malpas*

The mills on the Sussex Shore were at Hermitage and at Lumley. The Stags, Stakes, Hermitage or Slipper Mill, as it has been variously known, was first mentioned as a tidal mill in about 1735. At first the mill pond was a small area around the mill and much of what is now the mill pond was an open piece of meadowland called Norton Common. It was not until the end of the 18th century that all of this was submerged when Thomas Hendy bought the mill and started his improvements. In addition to enlarging the mill he also built a wharf for corn ships at the Hermitage.

Lumley Mill was built by Lord Lumley in the 1760s. The present mill is only half the size of the original one, much of which was destroyed in a fire in the early 1900s. By 1802 this mill was in the possession of Edward Tollervy, a war profiteer of no mean ability who had earlier been a baker in Portsmouth. He acquired and leased a number of mills in the neighbourhood, and made Lumley his headquarters. There he had built a whole range of biscuit ovens and another of pig sties. The corn was ground, turned into biscuits for the Fleet and shipped off to Portsmouth, and the grist and spoiled biscuits were

fed to the pigs which were also processed and turned up in due course in the 'harness casks' of HMS *Victory* and her consorts.

The two mills at Langstone were built as one complex in the 1780s and the wharf on which they stood enabled barges and small coasters to come alongside to load and unload. They ceased to work at about the turn of the 20th century. An additional tidal mill was built at the Hermitage towards the end of the 1880s; it lasted only a few years before being burned down. It was a great annoyance to the Slipper's owner as its tail race flowed across that of the Slipper and interfered with the escape of water and the speed of the wheel. Until the late 1930s some milling was carried on at most of the local mills, but today only two survive, Queen Street and the Slipper, though neither grinds for human consumption.

The Church of St James, and the Parish of Emsworth

Until the Chapel of Ease of St Peter was built in the Square in 1789 the inhabitants of Emsworth had to take the ancient Church Path across the fields to Warblington if they wished to attend church services. After 1789 they still had to go to Warblington for weddings and funerals. Because it was so small and pew rents were charged, St Peter's did not then entirely solve the problem of providing for the more populous section of the parish. By the 1830s this situation was so worrying to the younger Rev. William Norris that he suggested that St Peter's be enlarged and that free seats be provided so that the Chapel could become the Parish Church of Emsworth, but under the terms of the original agreement drawn up by the proprietors the consent of all had to be given before any alterations or improvements could be made. While most viewed the Rector's scheme with favour, an influential few did not.

The alternative was a new church built away from St Peter's and catering for the needs of the poor by containing 'free' seats. Permission was obtained from the authorities, money collected from various sources and on St James' Day 1839 the first stone was laid by Mrs Charles Dixon, wife of the owner of Stansted Park. The architect was a Mr Elliott, the style adopted was a not unpleasing Byzantine Romanesque of flint with ashlar dressing. The total

cost was £1,900 of which Emsworth raised over one third and the Diocese of Winchester and various charities the remainder.

Three local craftsmen were employed, Mr Chase, the stonemason, Mr Cullis, the carpenter and Mr Ford who provided the ironwork; the three together contracted to build the churchyard wall and gates. As then built the church consisted of the present nave without aisles and a slightly smaller chancel. The chancel was enlarged to its present size and the aisles built in 1891. The addition of the vestry in 1894 completed the building. Originally there were 566 places of which 334 were 'free'. By an Order in Council in 1841 a separate district was assigned to the new church bounded by the Ems in the east, the Westbrook in the west and in the north by a line between the two streams passing through the 'Y' junction of the Horndean and New Brighton roads. Later the district was extended to include all the land in the area bounded by the Horndean and Emsworth Common roads and the county boundary.

It was in 1866 when Emsworth became a parish and its first Rector was the incumbent, the Rev. Henry W. Sheppard. The Rectory was in Havant Road and technically in Warblington Parish until the two parishes were re-united in 1924. In this year an area including Denvilles and Wade Court, already part of the civil parish of Havant since 1902, was transferred to Havant for ecclesiastical purposes also. In 1928 the Rev. William Burrell Norris resigned the living of Warblington and the two parishes were finally re-united.

Fishermen and Oysters

When Walter Butler wrote the first *Hundred of Bosmere* in 1817 he recorded that 30 vessels then belonged to the port of Emsworth. Most of these were fishing boats, but a few were engaged in the coastal trade, and this implies that the brigs and sloops which brought in Emsworth's coal and carried off the grain and flour must have been owned elsewhere.

In the summer they fished for grey mullet, bass, herring, and garfish both within the harbour and along the coast and in the winter the chief catch was sole, flounder, and catfish. Oysters were caught within the harbour from

September to April and were of considerable importance, selling locally at from 6d. (2½p) to 1s. (5p) the hundred.

Other shellfish were gathered, cockles in summer and winkles in winter, but as these were dug out of the mud at low tide the fisherman's boat merely carried him between the mudflat and the shore. Oysters were fetched up by a moving boat using a dredge or a rake.

In 1788 12 master fishermen dredged over 7,000 bushels of oysters in Emsworth harbour and the value of the catch was said to be over £1,500; from then on the industry was to become even more prosperous. By 1817 East Coast trawlers were also dredging the channels of Chichester harbour. In some years as many as 50 at a time might be seen, and this invasion was to last for well over 50 years.

By the 1850s the east-coast men were bringing their spat to winter in coves on the Emsworth foreshores for the somewhat warmer water meant fewer losses, and although the Emsworth men built larger boats and tried to compete with the newcomers they never really managed to obtain what they felt was their fair share of the trade. Fear that the harbour would be over-fished led to obstruction of all kinds, from lawsuits to open violence. Both were unavailing and yet contrary to expectation the industry flourished and reached its peak of prosperity in the years from 1850 to 1860. C. J. Longcroft, who wrote the second *Hundred of Bosmere* in 1856 said that at that date the fears of over-fishing had not been realised and the trade flourished as never before, but already the 'Emsworth native' was dying out and many of the oysters in the harbour grew from imported French spat or had been brought from the east coast for fattening.



A fisherman's walk is a path reinforced with ash and elm slats exposed at low water. The photograph shows the path towards 'First Hard' with Fowley Island in the background.

The next 20 years saw a different pattern emerge. The east-coast boats left to seek their catches elsewhere and the Emsworth men too began to go further afield. By 1870 there were some 50 fishing boats at Emsworth ranging from the small heavy open rowing boats used inside the harbour to cutter-rigged smacks of some 20 to 30 tons, 40 to 50ft (12 to 15m) long. All were broad in the beam and none drew more than nine feet, the depth of the water over the bar. Typical of these was the *Richard and Elizabeth*, a cutter of some 19 tons owned in the 1840s by Richard Tier of Emsworth. The division between the inshore boats and those prepared to go further afield became more marked in the 1880s when J. D. Foster came on the scene and built some of the finest working sailing craft which have ever cleared a British port. According to one report they were almost the only native design which could approach the standards of excellence achieved by the builders of the famous schooners of New England and the Canadian Maritime Provinces.

Foster built the first of his fast deep water ketches in about 1880 when the native oyster was almost extinct and voyages to the French and Portuguese coasts were a matter of necessity. Previous boats built locally all had the vertical stem and round bluff bow which was the standard English practice for anything from a barge to a racing yacht but Foster took a tip from the Americans who had long since discovered that to get better speeds when close-hauled a sailing vessel benefited from a spoon shaped bow which gave a finer line of entry when the boat heeled over.

All J. D. Foster's vessels possessed to a greater or lesser extent the American style features of the spoon shape bow and the overhanging counter. He built a dozen between 1888 and 1902 and although they were mostly ketches, three, the *Aurora*, *Nautilus* and *Cymba*, were cutters about 50ft (15m) long. Of the ketches the *Una* had a waterline length of 64ft (19½m) and an overhang at the bow and stern of 20ft (6m) or more, the *Nonpareil* was 80ft (24m) on the waterline and above 100ft (30m) overall, while the *Echo*, the largest and fastest of Foster's boats had an upper deck length of 112ft (25m) with overhang of no less than 25ft (7½m).

She alone of Foster's ships carried a boiler which provided steam to power the five capstans used for handling the warps of the dredges as well as a small auxiliary engine to help her along in light airs. This was something of a

necessity for all Emsworth smacks while sailing very well in a strong breeze did badly when the wind was up and down the mast. They were heavy stiff boats and as the fish well was 'wet' they needed something more than a capful of wind to send them on their way. The wet-well was a typical feature of the oyster smacks. It occupied the whole of the midships section of the vessel and was connected to the sea by a number of lead pipes.

The cutters carried crews of about six men and the ketches carried not less than six and sometimes more according to size, while the *Echo* always had a sailing crew of nine and carried two more to run the engine.

The Emsworth oyster fishery was at its height in about 1897. Five years later it was brought to a standstill by the great oyster scare. Foster had a sister ship to the *Echo* on the stocks, but all work on her was stopped and she remained unfinished on the foreshore for over 50 years.

A Century of Change

While the 18th century was a period of growth for Emsworth, the 19th century was a period of change, and change not always for the better. In the days of Thomas Hendy the town was the centre of its own little world, a busy and expanding port; but in the 19th century expansion gradually slowed down until some time in the middle of the 1850s it stopped altogether. When the population increased in the 1880s and 1890s it was not because Emsworth and Warblington were once more growing, but because Havant had extended eastwards into the Denvilles area and because Portsmouth was now so close by rail that Emsworth had become part of the larger complex.

During the century the population of England and Wales increased from nine million to 32½ million and to keep in step the population of Warblington parish should have doubled to 2,800 by 1851. It actually rose from 1,433 to 2,302 and then dropped to 2,196 by 1861. The decline was most likely caused by something which to the local inhabitants must have seemed to promise better things. In the Vestry Book of the Parish of Warblington for 1846 it is recorded that the Brighton & Chichester Railway Company had asked permission for a line to cross North Street, a parish road; this permission was readily given provided the railway company built a station by the

side of North Street *with accommodation and appearance not less than that of the station at Fareham* and that all passenger trains other than expresses were to stop there. Emsworth was a port and its very existence had depended on its harbour; when the railway came it lost its 'raison d'etre'. There were going to be fewer coasters coming in, fewer ships built or outfitted, fewer sails made and fewer sacks required. Further it was no longer necessary for each town and village to be a self-sufficient island; life was being snuffed out of every small market town in a similar position throughout the country.

There were other changes too. First among them was the enclosure of the common by private Act of Parliament in 1810 when the Lord of the Manor took as his share the wooded 300 acres (121 hectares) to the north of the parish now known as Southleigh Forest; the 30 or so families who still held copyholds in the Manor divided the remaining 260 to 270 acres (105 to 109 hectares) between them. Such a division would have been all right in the reign of Charles I when the common was first fenced, for then the number of copyholders was equal to the number of parishioners, but now it meant that the ordinary people lost their right to walk, run or play on the common as they wished. That such a right existed and that it ought to be given some measure of recompense was shown by the fact that in the Act:

A portion of the common called Coldharbour Green not exceeding seven acres (was given) as and for a place of amusement for the inhabitants of the said parish for ever.

This is now Emsworth Recreation Ground, but it did not in practice become the actual property of the parish at that time. It was bought and maintained by William Bean Young, of Coldharbour Farm, who was allowed to graze his cattle in the winter but not allowed to plough or dung it from Lady Day to Michaelmas so that it could serve as a place of amusement without interruption as the Act laid down.

In 1820 the remaining open fields, the Highland Field and Sea Field, were also enclosed and divided up among the various persons who had owned strips in them.

The town of Emsworth was lit by gas as soon as the gas company came into being in 1854. The gas works cost nearly £2,000 and the bulk of the money was raised locally.

White's *Hampshire Directory* of 1878 says that Emsworth then possessed some 50 fishing vessels, a trade in corn, coal and timber, a shipbuilding yard and rope, twine, fishing net and sailcloth manufactories, as well as two breweries and several vessels engaged in the coasting trade. The Emsworth Oyster Dredgers Co-operative had also just been formed by the local fishermen in an attempt to improve the dying oyster fishing industry. It may have arrested the decay, but only for the briefest time.

A piped water supply was first provided by the Portsmouth Water Company from its Brockhampton Works in the 1870s. Previously most houses had relied on their own wells, on the pump in the Square or on the wellspring on the foreshore at the foot of South Street. In North Street there were a number of standpipes supplied by an underground elm tree conduit which ran from 'John North's Hole' on Emsworth Common to the site of the Poor House.

Waterborne sanitation was developed in the 1880s with the drains discharging direct into the West-brook or Millpond and into Dolphin Creek so that in both cases the oyster coves on the foreshore suffered accordingly. Considerable pollution had developed by the end of the century. One of the most surprising things about Emsworth in the last quarter of the 19th century was the number of workshops in the town. Boots did not yet all come from Northampton; they were made in Emsworth mostly by members of the Cooper family, the last of whom ceased work as a shoe repairer in about 1960. There were shops which made furniture, tailors, and a coachbuilder whose workshop was where 42a North Street now stands. There were smiths, too, not only in Emsworth, but also on the main road at Green Pond Corner in Warblington.

This smithy first came into being in 1801 when the Lord of the Manor of Warblington granted to John Voke, blacksmith, a piece of land 80ft (24m) long and 20ft (8m) wide to build a forge on 'the waste' of the Manor of Warblington at the corner of Southleigh Road; John Voke's Forge Cottage has

now been replaced by a shop, but the forge was still in use at the end of the First World War.

Farming, too, followed the pattern of English agriculture which in the last quarter of the 19th century was hit by the slump caused by cheap American wheat and New Zealand mutton, and so by 1900 the old Emsworth with its industries of farming, milling, ship-building and fishing was on the point of extinction. The new Emsworth dormitory town was coming into being.

The Parish and the Poor

Before the end of the 19th century local government in England was carried out by the parish with control in the hands of a body known as the Vestry. Sometimes this body was elected by all the ratepayers and was then generally termed the Open Vestry and sometimes only the richer ratepayers voted or else the members of the Vestry chose certain persons to join them and there were no elections. This was the Closed Vestry and it was this form of administration which obtained in Warblington parish for the greater part of the 19th century with the Vicar exercising almost complete control.

The three main responsibilities of the parish were the care of the poor, the maintenance of the roads and the upkeep of the nave of the church; the upkeep of the chancel was nominally the responsibility of the rector. The parish officers who carried out these tasks were the Overseers of the Poor, the Waywardens or Surveyors of the Highways, and the Churchwardens; all were chosen by the Vestry. The first mention of the care of the poor in the Parish of Warblington comes from a 1738 deed which refers to two cottages which had the *sea to west and south, the highway to the east and the land of John Smith to the north* as being used by the overseers to house 'the poor'. John Smith was a shipbuilder in the 18th century and had his yard on the site of St Peter's Chapel so that the cottages must have been on the west side of South Street towards the bottom of the hill.

In 1776 the then Lord of the Manor, Thomas Panton, gave the Parish of Warblington three cottages built 'on the waste' in North Street some ten years earlier and he granted the land on a thousand-year lease at a nominal annual rent. These are the buildings on the west side of North Street to the north of the auction rooms.

The overseers not only had the charge of the poor, they also had to 'bind apprentice any parish orphan who had reached the ripe age of 12, and when James Beebel of Warblington accepted Thomas White as a Parish Apprentice in 1805 to be taught the craft of mariner he undertook to pay the boy £5 in the first year, £7 in the second, £8 in the third and £10 in the last two years of his apprenticeship. These wages were quite considerable at the time since clothing and board and lodging were provided by the master.

In 1814 there were five old men, seven women of all ages, ten boys and nine girls in the Emsworth Poor House and their diet by the standards of the time was good. Breakfast was bread and butter and beer, supper was bread and cheese and beer and of the seven dinners in a week three were of hot meat, two of cold meat, one of soup and one of bread and cheese. Children were given gruel for their breakfast instead of bread and butter.

With the introduction of the new Poor Law in 1834 parishes were combined into Unions to make the care of the poor more efficient and cheap by providing one set of officials and houses and charging one rate. These Unions were run by Guardians who were elected by the ratepayers and interested in retaining office by keeping the rates low.

The new workhouse and centre of the Union of Warblington and Havant was to be at Havant and as it was expected that the numbers in the workhouse would rise the Havant premises were enlarged considerably whilst the Emsworth Poor House was to serve as the old folks' home of the Union. When the work was completed in 1839 the Havant building was still half empty, the old folk were brought there from Emsworth and the Emsworth Poor House sold.

Meanwhile the Warblington Vestry continued to be a very important body locally, nominating constables until 1876, waywardens until 1888 and churchwardens until 1894 when that body was superseded by the Parochial Church Council. The Vestry was also responsible for the care and upkeep of the fire engine and in 1838 it granted £12 from the Poor Rate to help pay for the passage of a man and his family to Australia.

From 1890 to 1894 there was a continuing disagreement in the parish between the Emsworth or town area, and the Warblington or country area.

The latter was backed by the Rector and included most of the wealthier inhabitants who were not really interested in paying high rates to improve Emsworth. The 'country' partly controlled the Vestry, so a 'town' party grew up in Emsworth with the aim of breaking away from Warblington and having a separate Local Board of Health to run the town similar to that which had existed in Havant since 1856.

The struggle was eventually won by Emsworth and such a local Board of Health was to have come into being in 1894, but under the new Local Government Act in 1895 power in an elected Urban District of Warblington would in fact reside with the inhabitants of Emsworth and the Local Board project was dropped. The Urban District Council met for the first time in January 1895. The town hall was built in North Street Emsworth with the Council dépôt behind it. It still stands and having been restored was firstly used as a civic hall and later as the home of the Emsworth Museum. In 1902 the Denvilles area was absorbed by Havant to compensate the Havant Urban District Council for the loss of the Redhill area which became part of the new parish of North Havant in the Havant Rural District.

The Emsworth Poorhouse

(Written circa 1937 by unknown author)

Over 100 years ago a local historian wrote: *The poor, for a series of years, have been a great and increasing burden on the parish.* So the present-day problem of the Public Assistance Committees is nothing new! The closing of the casual wards at Havant does not only mean the end of the chapter, but the opening of the books relating to the history of the local poorhouse.

But if the progress through life of many of the younger folk who have had to spend a period in the Havant Casual Ward could be revealed, it would be found that a good proportion have made good and proved the truth of the saying that many an honest heart beats under a ragged coat!

How many of our readers are aware that Warblington, too, had its poorhouse, and in the very heart of the town of Emsworth! Mr A. W. Rubick, a well-known local historian, reminds us that Emsworth's poorhouse comprised a group of cottages just to the north of the North Street entrance

to St James's Churchyard. These cottages are still in a good state of preservation as private residences.

The poorhouse was built on a piece of waste adjoining Emsworth and was: *Granted by Thomas Panton, Esq. May 22, 1776, to several of the principal inhabitants, for a term of 1,000 years; the survivor of whom assigned the home and premises to the rector, and his successor for the time being, in trust for the parish.*

Oakum and Needlework

The building was sufficiently capacious for the purpose, and in March 1814, contained five men, seven women, ten boys, and nine girls. We are told:

The men, in mild weather, being old and infirm, pick oakham, the women are employed in needlework and household affairs; boys ten years of age work in the sail manufactory; those, under that age go to the parish school.

The men and women live in separate apartments, but eat together; the old people have three hot meat dinners, one soup dinner, two cold meat dinners, one bread and cheese dinner; for breakfast, bread and butter, except the boys and girls, who have gruel; for supper, bread and cheese and beer. The master is allowed £20 per annum for collecting the rates, and farms the poor at 5s. 3d. (26p) per head, and he supplies them with every necessary, except physic, wine, and spirits.

The parish school, upon Dr Bell's system, was, we are further informed:

Established here by the zeal of the inhabitants, June 25, 1812. and occupies the workshops adjoining the poorhouse, divided into two apartments for boys and girls, in a neat and becoming manner. In March, 1814, there were 60 boys and 50 girls, who attended from nine till twelve and two till five, and were taught English, writing, and accounts. Mr. John Small, the master, who diligently discharges his duty, is paid £50 per annum. Mrs Bevis superintends the girls' school, and receives £25 per annum.

Parents desirous of sending their children to the school had to apply to the Guardians, who admitted them at five years of age, and continued

their education until they reached the age of 12.

This excellent institution bids fair to confer great benefits upon the neighbourhood, and we may look forward with confidence to a general improvement of the morals and conduct of the lower classes of the community, whose instructions and improvement have been hitherto much neglected.

A Little General Education

Emsworth can be considered to have been a pioneer in the field of public elementary education for it was as early as 1812 that the overseers of the poor were ordered by the Vestry to provide a school in the parish, paying the schoolmaster and raising the money by a mixture of fees and public subscriptions.

The school was held in two wooden sheds beside the poorhouse in North Street which had been used as workshops in the 18th century. The first schoolmaster was one John Small, passing rich on £50 a year and master there for something like 50 years.

In 1814 the school had a roll of some 60 boys and 50 girls whose ages ranged between five and twelve and who attended from 9 till 12 and from 2 till 5. Girls were taught by a Mrs Bevis who received £35 a year and the curriculum for all included English, handwriting and accounts. Pauper children from the poorhouse attended free and the others paid what they could from a penny or twopence ($\frac{1}{2}$ to 1p) a day to rather more, depending on what their parents could afford or what equipment was used. If you wrote on a slate you paid less than if you had an exercise book.

Some time before 1835 the school was taken over by the Church of England National Schools Society and a report by the Diocesan Inspector reveals that on 15 December of that year 19 of the 59 boys could write a good hand, nine knew the first rules of arithmetic, 20 read fluently from the Bible and Testament, 34 could repeat *Faith and Duty* by Crossman and broken Catechism, Collects and Graces, and 25 do the same in parts. Of the 51 girls 20 did plain needlework, six could knit stockings and eight could write legibly (16 on slates).

When the poorhouse was sold in 1839 the school had to move and three or four years were spent in temporary premises in Bridgefoot Path, then known as Back Lane. The National Society appears to have been approached, subscriptions were collected and £300 raised to build the school which used to stand at the foot of School Lane. The church school in Church Path was built in 1852 and at first housed only the boys. The girls remained at the old school for another 50 years.

In 1902 the county council became responsible for elementary education for the first time and a new county school was built in Washington Road. There were now too many school places in Emsworth and so the old girls' school in School Lane was closed and the church school became a mixed school.

A further small school was built by the National Society at Green Pond Corner for the children of Warblington and Leigh. It had only one school room and one teacher and rarely had more than 20 children whose ages ranged from five to twelve. It closed in the early 1900s and the children went to Havant or Emsworth, some travelling from Warblington by train. It then served as St Thomas a Becket's church room but was later converted into a bungalow.

Emsworth had to pay for this early enthusiasm in being the first parish to have its own public elementary school, for no new school buildings had been erected since 1902. However in 1975 St James' Church of England School moved from Church Path to a new building in Bellevue Lane. In between time both schools were to some extent modernised and the staffs and children did their best in somewhat inadequate surroundings compared with the many schools which had been built in the newer areas of the urban district.

Emsworth had many private schools in the 18th and early 19th centuries and perhaps one of its more important part-time schoolmasters was James Cobby, innkeeper, postmaster and high constable of the *Hundred of Bosmere*. A preparatory school of national importance and associated with the King-Hall family was founded at Emsworth House towards the end of the 19th century. The buildings were taken over by the Admiralty during the last war and the school was never re-opened. A few years ago the house was demolished to make way for an old people's home.

The 20th Century

Between 1895 and 1931 the population of Warblington increased from 3,639 to 4,321. In 1966 it was estimated that there were some 7,000 people living in the same area. It is now part of the Emsworth ward of the Borough of Havant where in recent years the population has increased more rapidly than in any other part of the country.

At the beginning of the century Emsworth was generally described by guide books as a prosperous small port with its own industries of milling, brewing and fishing. Today it is regarded more as a suburb of Portsmouth. Few newcomers would imagine that it had once had a separate life of its own and was as large as and as important as that city.

In the early 1900s the community still lived by its own industries and although this is not now the case, it is still more independent than most areas and enjoys a separate identity by being cut off from development in the rest of the borough by, what is at the present time, a swathe of open land. With two sailing clubs and a sailing school, a harbour master and boat yards it continues to make full use of the natural feature which has been its life-blood and its main charm.

The decline of the old self-sufficiency came about gradually. The coming of the railway tended to kill the local industries and one no longer had need of the village bootmaker, coach builder, waggon maker, smith, clockmaker, cabinet maker, gunsmith, tailor and others, for all consumer goods were made more cheaply in the large towns.

Farming, too, was already fading and as farmers switched from cereals to dairy farming so the mills ceased to turn and there was less need for sacks and for the trading sloops in the harbour; but it was the collapse of the oyster fishery which was the most decisive incident in the life of Emsworth in the years immediately before the First World War. In 1901 Foster's ships still busily plied their trade. A dozen vessels were at sea, a sister for the Echo was on the stocks and Foster had just built the Ark to act as a floating storehouse for the oysters his ships brought home. Out of a population of 3,000 more than 100 depended on Foster alone, a further 50 on the other fishing masters and on the sale of oysters, and all in all some 300 to 400 persons relied on

the oyster trade for their living. In 1902 came the great oyster scare. There was a banquet at Winchester following which some of the guests went sick and at Christmas of that year the Dean of Westminster died of typhoid said to have been contracted from eating oysters on that occasion. The *Daily Mail* printed the story in full and pointed out that there had been typhoid in Emsworth that autumn, mostly in the South Street area where the drains could pollute the well-spring on the foreshore from which some people still drew their water supplies.

An inspection of the oyster coves followed and gross contamination by sewage was found by Dr Foulerton, Medical Officer of Health for East Sussex, entrusted with the task of investigating in company with Dr Lockhart Stephens of Emsworth. In the week before Christmas Foster had reckoned to sell 100,000 oysters, and during the next week he had sold between 30,000 and 40,000, and then on the following Monday the *Daily Mail* published its report and the sale of oysters slumped, and while on the whole the oysters in the coves, in the Ark and in the ponds at Hayling were perfectly pure and safe to eat this fact did not impress the public. During the next four years Mr Foster sued the Urban District Council for fouling the foreshore thereby causing him loss. After the case had gone to the Court of Appeal and Foster had won the ratepayers had to find over £3,000 for the costs and expenses of the suit.

Following this incident the oyster fishery revived slightly and then the First World War came and the men went with the fleet and the boats were laid up. In 1919 the industry recommenced in a half-hearted way and in the twenties came tragedy when the *Sylvia* was lost at sea with all hands, the only fatality during the whole of Foster's career; but it is probably the slipper limpet, which invaded oyster beds, that dealt the final blow to the industry, although attempts have been made to revive it in recent years..

The planners have said that Emsworth has a character and identity of its own which must be preserved; local people were seen to do their best to comply with this by the moves in the 1960s by traders and property owners to give the centre of the village a 'face lift' in accordance with an agreed plan sponsored by the Civic Trust, which was backed by the local council. The bypasses, both long and short, the demands for more and more houses, and

some of the older industries giving place to new with their new requirements, have created new problems. Nevertheless, Emsworth retains its charm and personality and to those who are prepared to linger and look, its odd corners reveal much of its long and colourful history.

The Hearth Tax Record

In 1662 Parliament found that the taxes it had granted to King Charles II at his restoration were not bringing in the money they were expected to, so they decreed that every householder in England was to pay '1s. (5p) per hearth' twice a year at Lady Day and Michaelmas, unless they could gain exemption by reason of poverty. It was at first hoped that this tax would bring in the £200,000 per annum which was the amount by which the actual revenue was lower than the expected revenue; at its most efficient the 'Chimney Money' appears to have brought in about half this sum, whilst in the early years scarcely a third of this was raised. Nonetheless the tax was at least 'fair' insofar as the rich, who lived in larger houses, paid far more than the poor.

In order that the tax could be collected lists had to be compiled of all the householders in England, county by county tithing by tithing. The Hampshire assessment for the period from Michaelmas 1664 to Michaelmas 1665 appears to have been of more than average thoroughness; it gives the names and the number of 'hearths' of both those who paid the tax and those who had obtained exemption. This record (P.R.O. No. E.179/176/565) has survived almost unmarked by time in the vaults of the Public Record Office in London.

In Warblington Parish there were three 'Tithings' entered in the Hearth Tax roll. (Anciently there had been four, but by 1664 Leigh Tithing had been reabsorbed in Warblington). Emsworth Tithing meant Emsworth; Newtimber Tithing consisted of Wade Farm and Denvilles; Warblington Tithing comprised the rest of the Parish. Each 'Tithing' elected its own Tithing-man or Petty Constable, and it was the Constables who at the Sheriffs' orders made out the first Hearth Tax lists. From the list we can see how many households were in each Tithing, and from this we can make an approximate guess of the total number of people in each parish, and the

relative density of population. Of some interest may be the fact that in the 17th century many families important in 18th-century Emsworth were already established; a few of the names are still found in the district today.

Warblington

Hearths Taxed		Excused Hearths	
The Parsonage	7	Thomas Smith	1
William Parnell	4	William Hamon	1
Richard Trimm	3	John Hamon	1
Rowland Wringham	2	Thomas Ligge	1
Richard Oliver	3	Widow Browne	1
William Andrews	2	Richard Burrell	1
Richard Martin	1	William Maffarke	1
Thomas Sone	4	John Hasey	2
Bartholamew Sone	2	Edward Fry	1
Mr William Taylor	7	Widow Brooke	2
Mr John Boxhill	10	Mathew Marriner	2
Widow Wringham	2		
Thomas Richards	3		
Philip Parnell	3		
Thomas Browne	1		
Richard Martin	3		
Edward Oughton	1		
John Austin	2		
Richard Goodyer	2		
Thomas Cooke	3		
John Oliver	3		
Hearths 63 – Houses 21		Hearths 14 – Houses 11	

Emsworth

Hearths Taxed		Excused Hearths	
Thomas Wheeler	2	William Woolgar	1
John Godfrey	2	John Barnes	1
Joseph Longe	2	Thomas Wheeler	1
Jacob Hoarsley	2	Thomas Durkett	1
Thomas Till	2	William Palmer	1
John Hedger	3	Thomas Ashett	1
Humphrey Brett	3	Francis Smith	1
James Spriggs	3	Richard Finch	2
Thomas Boyer	2	William Moone	1
Thomas Smith	3	Simon Spriggs	1
John Wringham	3	Jacob Cribb	1
Anthony Smith	2	Thomas Manser	1
John Leggatt	2	Thomas Chapman	1
William Butcher	2	Henry Spring	1
John Wheeler	2	Thomas Goodfaith	2
John Hewitt	2	William Lane	2
John Till	2	Richard Holloway	1
Henry Burrell	2	William Pay	1
Widow Smith	2	William Allen	1
Widow Wheeler	1	Elias Hills	1
Richard Chapman	2	William Spriggs	1
Richard Randell	2		
William Sprigge Sen.	2		
Robert Hedger	3		
William Bailey	2		
John Moore	2		
John Smith	2		
William Pragnell	5		
John Leggatt	1		
Richard Hedger	1		
William Rowland	1		
Hearths 70 – Houses 31		Hearths 24 – Houses 21	

Newtimber

Hearths Taxed		Excused Hearths	
Mr Hyde	10	John Harris	1
Thomas Sharpe	2	Thomas Prouting	1
Richard Coles	2	Daniel Barwick	2
Thomas Lambe	2		

Hearths 16 – Houses 4

Hearths 4 – Houses 3

Warblington Roman Villa Estate

Trevor Davies

The existence of a Roman villa at Warblington was first noted in the 1920s. In those days, the field was ploughed and it might be supposed that Dr Gedge, who made the initial discovery, noted Roman objects appearing on the surface. Furthermore, Roman brick is visible in the structure of Warblington Church. Subsequently, the villa's location was marked on the Ordnance Survey maps. In the 1960s, John Reger, a local school teacher, dug a trial trench with a group of his pupils including Henry Young the current farmer. The finds from this small excavation were deposited with the Hampshire Museums Service. These discoveries prompted the protection of the site under the Natural England stewardship scheme which means the field is no longer ploughed. It is now within the Chichester Harbour Conservancy Area of Outstanding Natural Beauty.

In 2008, supported by The Chichester Harbour Conservancy, Chichester and District Archaeology Society (CDAS) commenced a detailed geophysical survey of the field. This survey located the villa itself, an aisled barn and a rectangular building placed around a courtyard that was roughly 60 metres square. There was also evidence of a number of less distinct structures.

In 2010 CDAS dug three exploratory trenches over the villa which is on the west side of the courtyard. It was found to have been well constructed with flints foundation walls up to a metre thick. The layout was confirmed to have been of the type known as a winged corridor villa. Ploughing in earlier times had destroyed the floors. Large numbers of red ceramic tesserae were found

in the top soil and these give an indication of how the villa was floored. There were no indications of the pictorial mosaics seen, for example, in Fishbourne and Bignor. At the villa's southern end there was a hypocaust, suggesting a bath house. Pieces of decorated plaster were discovered, showing that it had been decorated in a traditional Roman fashion. This excavation also produced a stylus, demonstrating that the business of managing this estate required written accounts. However, the remains of the villa were unremarkable and similar to others in the area and so it was thought that further excavation of the villa would not add greatly to our knowledge.

In 2012 and again in 2013 CDAS excavated the aisled barn which occupies much of the eastern side of the courtyard. The location of the eastern (flint foundations) and western (evidence of a wooden beam) side walls was confirmed. The width of the building was 15 metres – the standard width for Roman period buildings using this method of construction. The length has not yet been determined, but the barn could be 40 metres long. The flint wall which was on the downhill side of the barn was constructed as a retaining wall to create a flat floor. The beam slot on the western side shows that the superstructure of the barn was probably wood framed. No roofing material was recovered, and so it might be supposed that the barn was thatched.

Underneath the aisled barn was a late Iron Age ditch containing pot, amphorae shards, large animal bones, and charcoal. The amphora which included a substantial part of the rim was dated to 90 BC and 10 BC and was originally manufactured in the Naples area. This means it must have been traded into Britain certainly before Britain had been taken over by the Romans and possibly before the Romans had conquered the Gauls in what is now France. An amphora of Roman wine was an expensive commodity, so this discovery provides evidence of high status activity on the Warblington site in the late Iron Age.

In 2014 and in 2015, the CDAS excavation focussed on the rectangular building on the south side of the courtyard. Everything about this building underlines the quality of its construction. The flint walls are up to a metre thick, built with carefully selected flints aligned so that the wall is as strong as possible. Some faced flints were found. Roof tiles made of Purbeck stone, Horsham stone and fired clay have been found together with a large number

of nails. At the eastern end is a hypocaust which has not been fully explored at the time of writing, although decorated plasterwork has again been found. In this structure a number of coins from the House of Constantine were found which suggests this building was in use in the middle of the fourth century. The quality of its construction is consistent with the investment in rural villas during the fourth century observed on many other sites.

The story of the Warblington Roman Villa Estate is not yet fully understood. Although no evidence of structures from the late Iron Age has yet been discovered, there is evidence of high status occupation during the first century BC. This, together with a continuous pottery sequence from the late Iron Age to the late Roman period indicates that the site might have been occupied for at least 400 years. The continuous pottery sequence also suggests that the Roman "conquest" had no discernible impact in the Warblington area.

Rowland's Castle Medieval Park

John Pile

There can be little doubt that Rowland's Castle – the Norman motte and bailey in the extreme north of Warblington parish – lay within its own park (fig 1). There are many examples of parks across the country and a typical park was roughly oval in shape with the castle at one of the narrow ends. Examples are Devizes in Wiltshire and Merdon in Hampshire (Crawford 1953, figs 31 & 34). James Bond, in his survey of parks in medieval Wessex, suggested that 'The total number of medieval parks in England will probably never be known' and his map of mainland Hampshire includes 67 parks of which 5 were royal, 17 episcopal, 9 monastic and 36 'private' (Bond 1994, 133, fig 6.7).

The enclosing park pale would have been a fence built on a bank with an internal ditch, making it difficult for deer to get out once they were inside. At Rowland's Castle it is suggested that the whole of the northernmost part of Warblington parish was emparked with the present Hollybank, stretching between Havant parish on the west and the Sussex county boundary on the east, forming the southern limit of the deer park.

The purpose of a park was to provide a ready supply of venison. It might also provide pannage for pigs and pasture and browse for cattle. Many parks, like that at Bedhampton, included a rabbit warren and fish-ponds (Pile 1983, 1990). Parks also provided underwood for firewood and a variety of other purposes, as well as valuable timber trees.

The Rowland's Castle motte and bailey, which was partially destroyed during the construction of the Havant to Waterloo railway line, is of a type introduced by the Normans in 1066 to enforce their rule over the country, though the albeit sparse archaeological and documentary evidence suggests that at Rowland's Castle the castle or strong-point was built in the 12th century under the lordship of Robert of Bellême, earl of Shrewsbury, lord of the manor of Warblington from 1098 to c.1112, or of the de Courcy family who were lords of the manor from c.1112 until 1203 when their English lands were forfeited to king John when Robert de Courcy joined Philip Augustus of France.

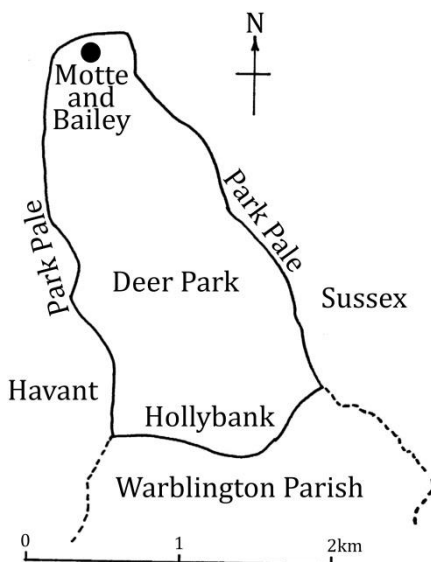


Fig. 1 Rowland's Castle, Warblington. Suggested medieval deer park

Why a castle was built here is a matter for speculation. Rowland's Castle lies at the junction of the clays of the Hampshire Basin and the chalk lands of the South Downs, therefore commanding a variety of economic resources,

including sheep and cereals to the north and extensive common grazing lands and woodlands to the south. The castle also commanded an important route from the sea and the coastal plain, through the forest to the Downs and perhaps ultimately to London. More local considerations may have been the protection of a driveway, immediately to the north of the castle, from Idsworth Common to Idsworth village and defence against the possibility of armed incursions from the Sussex side of the border during the unsettled reign of King Stephen (1135-54).

The origin of the place-name 'Rowland's Castle' is explained by Richard Coates (Coates 1989):

t. Ed II *Rolokescastel*; 1369 *Roulandes Castell*; 1381 *Roulakescastel*. Whatever this name originally was, it became associated with the hero *Roland* of the twelfth-century French romance. The first part is indeed likely to be a man's name, and, to take it at face value, it may be a Frenchified (continental Germanic) **Hrōdlaik* (or less likely Scandinavian **Hróðlaug*, a woman's name), which would have been introduced after the Norman Conquest. Castel 'castle' is also a borrowing from Norman French; the whole thing is a medieval rather than a Dark Age name.

* denotes a hypothetical form of a name whose former existence can reasonably be inferred

Bibliography and References

Aston, M, & Lewis, C, (eds) 1994 *The Medieval Landscape of Wessex*, Oxford: Oxbow Books

Bond, J, 1994 *Forests, chases, warrens and parks in medieval Wessex*, in Aston, M, & Lewis, C, (eds) 1994

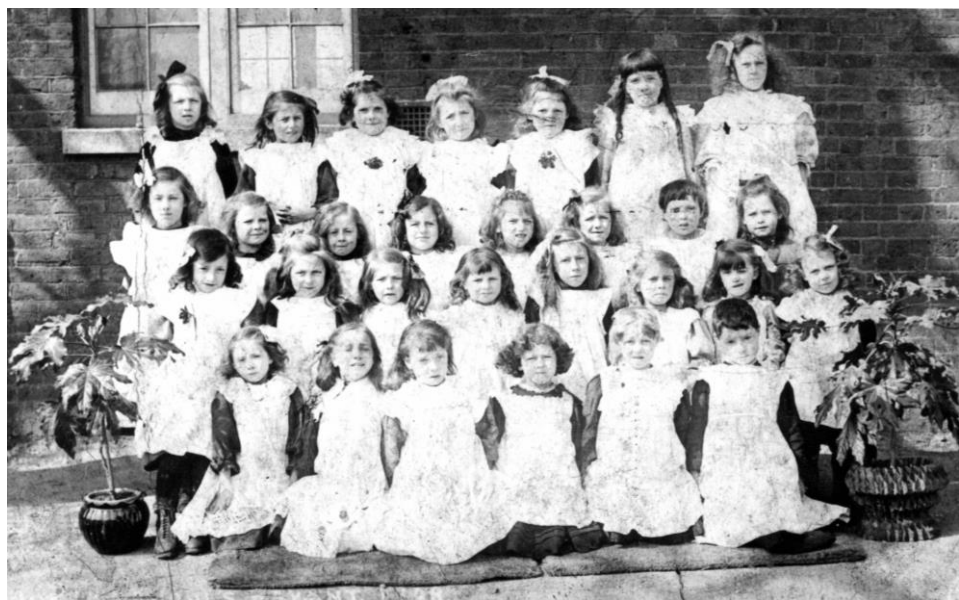
Cantor, L, (ed) 1982 *The English Medieval Landscape*, London: Croom Helm Ltd

Coates, R, 1989 *The Place-Names of Hampshire*, London: B T Batsford Ltd

Crawford, O G S, 1953 *Archaeology in the Field*, London: Phoenix House Ltd

Pile, J, 1983 Notes on a medieval deer park at Bedhampton, in *Hampshire Field Club Local History Newsletter*, 1 (7), 145-148, 150

———, 1990 A note on two medieval fish-ponds at Bedhampton, in *Hampshire Field Club & Archaeological Society Section Newsletters*, New Series, 13, 14-15



Pupils of Warblington School circa 1906



The smithy at Green Pond, Warblington, circa 1920



Volunteer, James Kenny BA, MifA, who led members of the Chichester and District Archaeology Society in the excavation of the Roman remains, explains to visitors their findings. James' day job is archaeologist to Chichester District Council. September 2015.



The former Emsworth Poorhouse in North Street



*Or, an eagle displayed vert beaked
and membered gules*

A green eagle on a gold field, shield carried by Ralph Monthermer, son-in-law of Edward I (1272-1307), at the battle of Bannockburn and in many another 'Field of Glory'.

The Arms of Monthermer



The top of the remaining tower showing the Caen stone and brickwork

This book has been printed by:
Park Design and Print



pdp@pcs.hants.sch.uk 023 9248 9840

Educating and Inspiring Young People
Park Community Enterprises trading as Park Design and Print